

AGREEMENT FOR SANITARY SEWER SERVICE
TO
SAFETY REST AREAS #11 & #12
I.H. 39/90/94, COLUMBIA COUNTY
PROJECT I.D. 1013-01-40

This agreement, made and entered into by and between the State of Wisconsin Department of Transportation, hereinafter referred to as "DEPARTMENT", and the Town of Dekorra Utility District No. 1, hereinafter referred to as "TOWN", provides for sanitary sewer service to Safety Rest Areas #11 and #12.

WITNESSETH

WHEREAS, the DEPARTMENT is reconstructing two safety rest areas referred to as Safety Rest Area #11 and #12 on lands owned by the State of Wisconsin on each side of Interstate Highway 39/90/94 within the Town of Dekorra and desires sanitary sewer service, and

WHEREAS, the TOWN wishes to construct new wastewater treatment facilities and sanitary sewerage collection system which upon completion will provide the desired sewer service,

NOW, THEREFORE, in consideration of their mutual promises and covenants as hereinafter set forth, the DEPARTMENT and the TOWN hereby agree as follows:

A. The TOWN will:

1. Purchase a 20± acre parcel of land presently owned by the State of Wisconsin for the purpose of constructing wastewater collection and treatment facilities that is more particularly described as follows:

The Westerly fractional portion of the NE ¼ of the NE ¼ of Section 13, bounded on the east by the I39/90/94 right-of-way and the Department of Transportation Rest Area No. 11, excluding a triangle shaped parcel of land in the southwest corner of said quarter-quarter section who's hypotenuse runs from 290' east to 580' north of the SW corner of the NE ¼ of the NE ¼ of Section; also the north 650 feet of the east 300 feet of the NW ¼ of the NE ¼ of Section 13, all of which are in T11N, R8E, Dekorra Township, Columbia County, Wisconsin, and are presently owned by the State of Wisconsin.

The DEPARTMENT and TOWN will obtain independent appraisals for the lands described above to determine the land value and use the arithmetic average of the two appraisals to determine the final purchase price. In the event the land purchase is not executed by the time construction contracts for the wastewater treatment facilities are executed, the DEPARTMENT will provide or obtain a temporary construction easement over the entire 20± acre parcel to permit contractors access to the land to begin the construction process.

2. Design and construct a sanitary sewerage collection system and appurtenant facilities (as approved by DOT) that will extend from the Dekorra Utility District No. 1 predominantly adjacent to and within the Interstate Highway 39/90/94 right-of-way to the new wastewater treatment facilities at the site noted above. Such design shall provide adequate sewer service to both Rest Areas #11 and #12 regardless of any other service the TOWN may provide by this sanitary sewer main.

3. Design and let to competitive bids for the construction of the new wastewater treatment facilities, sanitary sewerage collection system, and associated appurtenances (the Project) by March 15, 2006. The Project may be constructed in phases based on the design conditions for Rest Areas #11 and #12 and initial sewerage service needs of the TOWN.

4. Schedule the construction of the new wastewater treatment facilities and sanitary sewerage collection system to provide sanitary sewer service to the Rest Areas #11 and #12 by June 30, 2007. The Department anticipates connection to the WWTP by December of 2007.

5. Contribute to the construction of the new sanitary sewerage collection system and wastewater treatment facilities on an initial 20% basis with the remaining 80% match provided by the DEPARTMENT. The final contribution prorationing may vary from the 80/20 split based on actual construction bid values of the construction work. If the initial construction phase of the new wastewater treatment facilities and sanitary sewerage collection system requires the use of all of the funds in the DEPARTMENT's connection fee account any additional required funds to complete the project will be the responsibility of the TOWN.

6. Provide for the ongoing treatment of the design condition wastewater produced by Safety Rest Areas #11 and #12 in compliance with all applicable state and federal regulations. Be responsible for all necessary operation, maintenance, repair and replacement of the sewerage collection and wastewater treatment system.

7. Provide for recalibration of the water meters at Rest Areas #11 and #12 on an annual basis to verify and maintain accuracy of the Department's metering system.

B. The DEPARTMENT will:

1. Pay the TOWN a maximum connection fee of \$2,952,000 toward the construction of a new sanitary sewerage collection system and wastewater treatment facilities. The DEPARTMENT'S fee is based upon cost estimates developed by the TOWN utilizing 2027 design condition sewage flow and loading information provided by the DEPARTMENT and the connection fee ordinance of the Village of Poynette.

The DEPARTMENT estimates the 2027 design condition flows and loadings from the Safety Rest Areas #11 and #12 as follows:

- Design Average Flow - 60,700 GPD which is the average of the maximum 3 summer months sewage flows from Safety Rest Areas #11 and #12.

- Design Maximum Daily Flow – 82,000 GPD
- BOD₅ - 530 mg/l (268 lb/day @ Qave.) (362 lb/day @ Qmax.)
- TSS - 830 mg/l (420 lb/day @ Qave.) (567 lb/day @ Qmax.)
- NH₃-N - 45 mg/l (23 lb/day @ Qave.) (31 lb/day @ Qmax.)
- Phosphorous - 20 mg/l (10 lb/day @ Qave.) (14 lb/day @ Qmax.)

The DEPARTMENT shall share proportionally in the costs of any required future capital improvements to the TOWN's sewerage collection system and wastewater treatment facilities at such time that either of the following flow / loading conditions from the Safety Rest Areas #11 and #12 are exceeded:

- Average daily flows or loadings per month are exceeded for 3 months in a given year.
- Maximum daily flows or loadings are exceeded 3 times during the maximum 3 month period. (Maximum loading condition involves the maximum daily flow times the average waste concentration as determined by a minimum of ten samples.)

2. Contribute to the construction of the new sanitary sewerage collection system and wastewater treatment facilities on an initial 80% basis with the remaining 20% match provided by the TOWN. The final contribution prorationing may vary from the 80/20 split based on actual construction values of the construction work.

3. Appropriate \$2,952,000 in connection fee funds into an auditable account. Allow the TOWN access to audit reports regarding connection fee fund status. The Department shall provide disbursements to a TOWN established, segregated, non-interest bearing account set up specifically for the project. "Request for Disbursement" and "Payment Request Worksheet" forms will be utilized to request reimbursement of construction, engineering and administrative expenses for the project from the DEPARTMENT's connection fee account. If the initial construction phase of the project does not require the use of all of the funds in the DEPARTMENT's connection fee account any remaining funds will revert back to the DEPARTMENT.

4. Pay the TOWN monthly sanitary sewer service charges based upon rates approved and updated by the Utility District Board from time to time and in effect at the time the service is used. Sewage volumes will be determined utilizing a combination of primary water meters and deductive water meters installed so that all wastewater entering the sanitary sewer system will be monitored. The user charge system developed by the TOWN may impose surcharges on the DEPARTMENT if the above noted flows or loadings are exceeded. The DEPARTMENT may review the sewer use and user charge ordinance upon request.

5. Cooperate with the TOWN in its Facilities Planning, design, plan and specification preparation and DNR approval process to permit the construction of new wastewater treatment facilities and sanitary sewerage collection system.

6. Allow the TOWN or its designee access to facilities within the Rest Area proper, providing such access will not unduly inconvenience or endanger the public.

7. The DEPARTMENT will reconstruct Rest Areas #11 and #12 including building sewers that will connect to manholes constructed by the TOWN as part of the TOWN's sanitary sewerage collection system. The DEPARTMENT will provide locations for the rest area connection manholes to the TOWN for incorporation into its sanitary sewerage collection system. The DEPARTMENT will construct and maintain sewage comminution facilities at each rest area to protect downstream wastewater conveyance and treatment facilities.

8. The DEPARTMENT shall at all times be subject to and fully and timely abide by any and all sewage, wastewater, utility and other applicable Federal, State, County and Town statutes, ordinances, codes, regulations, rules, and other lawful requirements of whatsoever kind or nature as from time to time are amended.

9. The DEPARTMENT will not provide facilities that would permit open dumping into the sewer system and will not construct a public sanitary dumping station at Rest Areas #11 and #12.

10. In the event that objectionable odors are produced through the DEPARTMENT's rest area wastewater generation, the TOWN may require the DEPARTMENT to implement odor control measures to prevent such odors from causing problems with the TOWN's collection and treatment system.

11. All access points into the DEPARTMENT's rest area wastewater delivery system to the point of connection with the TOWN's sewerage collection system shall be secured from unauthorized access.

12. The DEPARTMENT shall allow the TOWN and/or its authorized agents to review and approve the DEPARTMENT's plans, specifications and design reports that relate to the TOWN's sewerage collection system and wastewater treatment facilities. In addition, the TOWN shall be invited to attend the DEPARTMENT's preconstruction conferences for the rest area construction projects to verify that issues regarding the TOWN's sewerage collection system, wastewater treatment facilities and mitigation measures for area property owners are being addressed.

C. This Agreement and the obligations and promises of the TOWN and the DEPARTMENT herein are subject to and condition upon the following:

1. Approval of this Agreement by both the Town Board and the Dekorra Utility District No. 1 Board in open session.
2. Purchase by the TOWN of State owned lands required for the construction of wastewater collection and treatment facilities.
3. Approval by the DNR of the TOWN's Facilities Planning, Design and Plans and Specifications for the project.

4. Acceptance of all required easements and/or permits.
5. Force Majeure.
6. Authorization from Columbia County to utilize public rights-of-way for construction of required sanitary sewerage collection system and appurtenant facilities.
7. Approval of this agreement by the Department of Transportation Bureau of Highway Construction.
8. Approval of this agreement by the Governor of the State of Wisconsin.
9. Approval by the Town citizens at a special Town meeting for the Town to obtain a general obligation bond to finance its 20% contribution to the project

D. FORCE MAJEURE

Delay in Performance for Causes Beyond the Control of the Parties: For the purposes of any provisions of this Agreement, the Town shall not be considered in breach or default of its obligations with respect to the beginning and completion of construction of the improvements or progress in respect thereto in the event of delay in the performance of such obligations due to unforeseeable causes beyond its control and without its fault, or negligence, including, but not restricted to Acts of God, acts of the public enemy, acts of the Federal government, fires, floods, epidemics, quarantine restrictions, unforeseen site conditions, strikes, embargoes and unusually severe weather or delays of subcontractors due to such causes, it being the purpose and intent of this provision that in the event of the occurrence of any such delay, the time or times of performance of any of the obligations of the Town with respect to construction of the improvements shall be extended for the period of the delay.

E. NONDISCRIMINATION

In connection with the performance of work under this Agreement, the TOWN agrees not to discriminate against any employee or applicant for employment because of age, race, religion, color or national origin, handicap, sex, physical condition, developmental disability as defined in Wis.Stats. S.51.01(5), or sexual orientation as defined in Wis.Stats. S.111.32(13m). The aforesaid provision shall include, but not be limited to the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising, layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship.

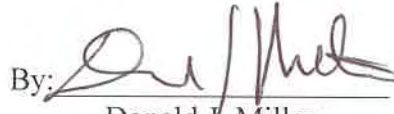
In Witness Whereof, the parties hereto have caused this Agreement to be executed by their authorized officers or representatives.

**TOWN OF DEKORRA
UTILITY DISTRICT NO. 1**

By:  19 Aug 05
Fred Teitgen, Chairperson Date
Town Board & Utility District No. 1

By:  4-19-05
Sue Finstad, Clerk Date

**STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION**

By:  7/7/05
Donald J. Miller Date
(Bureau of Highway Construction)

By: JIM DOYLE JUN 30 2005
Jim Doyle, Governor Date

Town of Dekorra Comprehensive Plan

Plan Summary

THE REASON FOR PLANNING

Dekorra enjoys a rich agricultural and recreational heritage, punctuated by the scenic Wisconsin River and rolling hills that define the Town's unique character. The Town's landscape is proving attractive to an increasing number of residents and visitors. Increasing tourism and growth of nearby communities will place pressure on Dekorra's character in the near future. Dekorra must carefully and creatively plan.

PURPOSE OF THE COMPREHENSIVE PLAN

The *Town of Dekorra Comprehensive Plan* will help the Town preserve its rural character and, at the same time, attract high quality commercial, industrial, and residential development to planned areas of the Town to help balance its tax base. Carefully planning the location, timing, and quality of this new development will both maximize tax base and assure that the features that brought residents to the Town in the first place are not destroyed in the process.

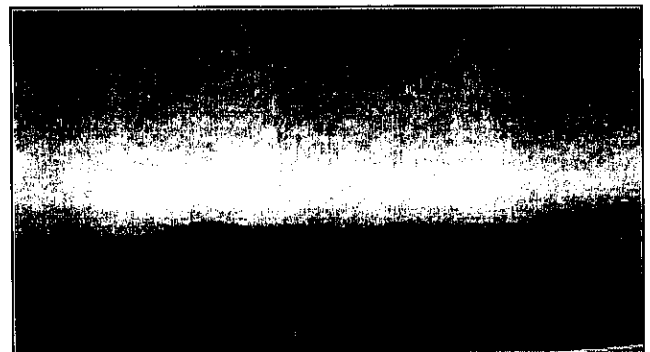
The *Comprehensive Plan* updates the Town's 1997 Land Use Plan, and meets all requirements of the State's comprehensive planning law. The *Comprehensive Plan* was prepared concurrently with plans in the Town of Lowville and the Village of Poynette. Dekorra is located on three sides of the Village, which makes coordination critical. To help prepare this *Plan*, public input sessions and workshops were held at both local and "regional" levels. Residents wish to preserve the rural character of the Town, preserve the scale and character of development along the Wisconsin River, and attract new businesses to the Interstate 39/Highway CS interchange and planned areas along Highway 51.

The resulting *Comprehensive Plan* document includes ten chapters, covering land use, transportation, agricultural, natural and cultural resources, utilities and community facilities, housing, economic development, inter-governmental cooperation, and implementation. The following paragraphs summarize the key recommendations.

PROTECT RURAL COMMUNITY CHARACTER

"Community Character" is hard to define, but it is the reason why many people choose to live in Dekorra. The rural character of the Town is defined by large areas of agricultural land, woodlands, and natural areas such as the Wisconsin River and the Rocky Run, Hinkson and Rowan Creeks. In order to preserve this rural and natural character for as many residents as possible, the *Plan* will help the Town to:

- Preserve significant scenic and natural areas, like wooded hillsides and steep slopes, from development.
- Implement other growth control strategies such as Transfer of Development Rights (TDR).
- Sensitive site new housing on the rural landscape through detailed siting guidelines.
- Provide "bonuses" for clustering homesites in agricultural areas, as an option to 35+ acre lots.
- Protect the character of the Wisconsin River waterfront by controlling the scale of new uses.



GUIDE DEVELOPMENT

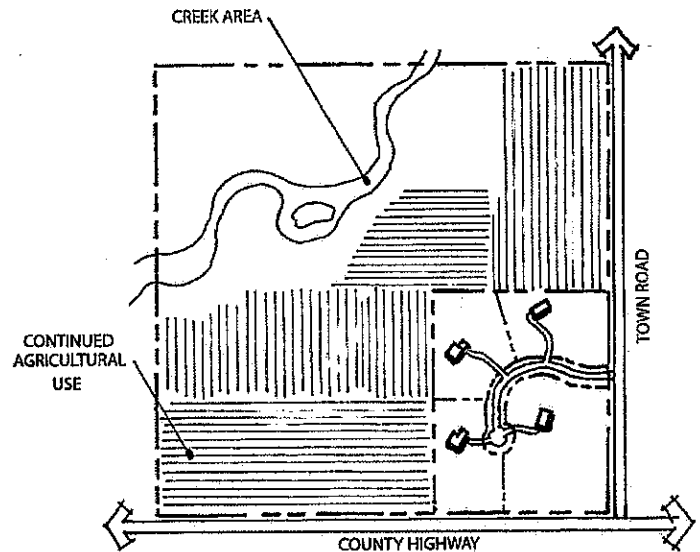
This *Comprehensive Plan* contains a Planned Land Use map to help the Town decide how to guide future land uses. Future development decisions will be based on that map and the policies to:

- Guide a quality mix of business development and promoting business redevelopment in a carefully planned area near the I-39/CS Interchange, while providing sewer to that area.
- Designate a planned light industrial area along Highway 51 near the Town's north edge.
- Allow for modest, phased expansion of residential development areas near the riverfront, provided that developers help contribute to the preservation of farms in Dekorra through TDR.
- Work with Poynette to arrive at a mutually agreed Village growth area and a cooperative economic development strategy.
- Keep intensive new development away from sensitive environmental areas, such as wetlands, floodplains, steep slopes, and productive agricultural land.

PROMOTE HIGH-QUALITY DEVELOPMENT DESIGN

As important as *where* new development goes is *how* it looks and relates to surrounding uses, roads, natural areas, and the desired rural character of the Town. The *Plan* recommends:

- Using siting guidelines for homesites and clusters to preserve existing farmland, vegetation, and site features (e.g., fence rows) and minimize the visual impact of rural development.
- Designing new commercial and industrial developments with high quality building materials, landscaping, lighting and signage.
- Making sure that new waterfront development fits with the historic scale of the area.
- Treating lands along the Interstate and the Interchange Area as a critical gateway to the Town.



IMPLEMENT THE PLAN IN COOPERATION WITH OTHERS

The Town of Dekorra will have to work on further efforts and with other governments to fully achieve its future objectives. Recommendations include:

- Working with Poynette and Lowville on an intergovernmental boundary/land use agreement.
- Coordinating with Columbia County on updating the County's plan and zoning ordinance.
- Working with the State to provide sewer to the Interstate rest areas and Interchange Area.

Acknowledgements

Town of Dekorra Board:

Fred Teitgen, Chair
Kim Lindholm
Ken Erdahl
Randy Crawford
Larry Gates

Town Plan Commission:

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Don Jessup
Bill Morris
Mike Ollhoff
Gerd Zoller
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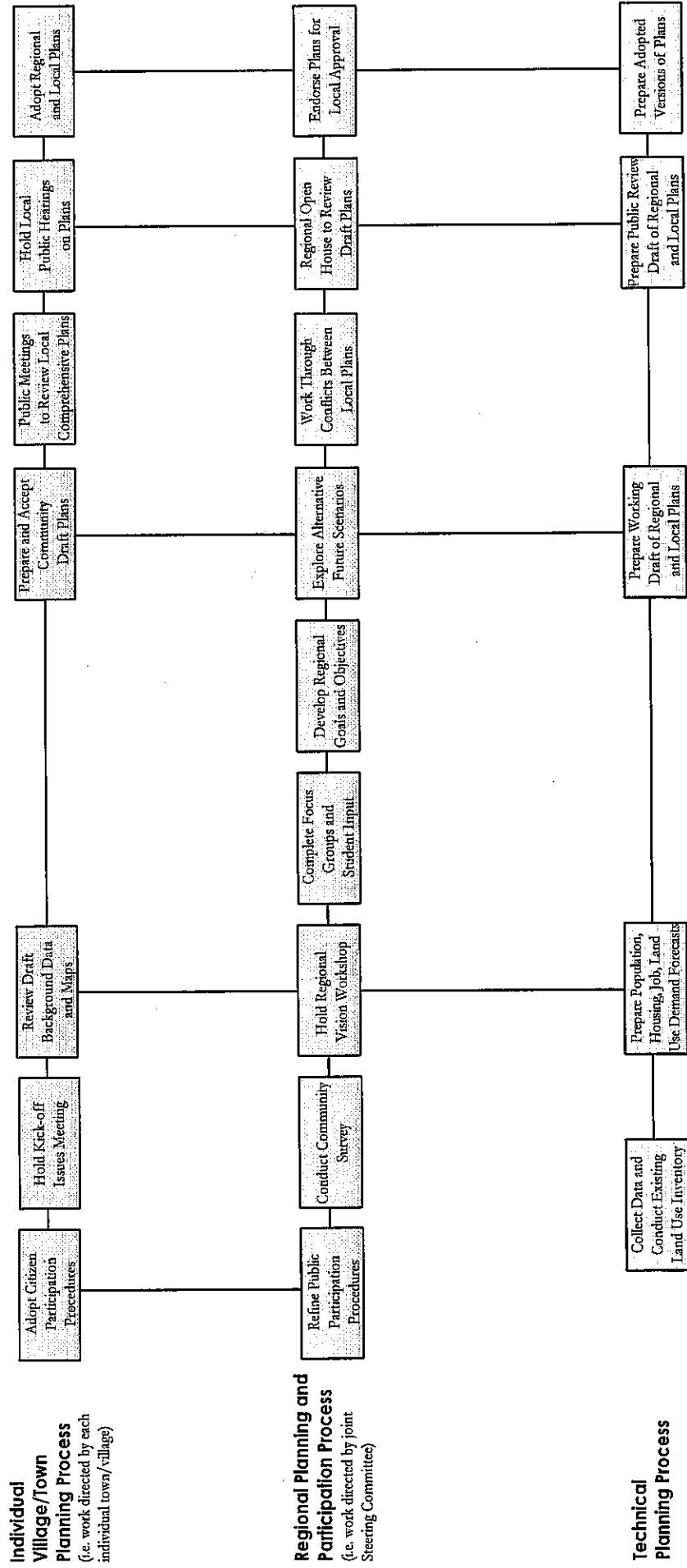
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Dekorra - Lowville - Poynette Comprehensive Planning Process



CHAPTER FOUR: LAND USE

This chapter of the *Plan* contains a compilation of background information, goals, objectives, policies and recommended programs to guide the future preservation and development of lands in Dekorra, as required under §66.1001, Wisconsin Statutes.

A. Existing Land Use

1. Existing Land Use Pattern

A majority of Dekorra remains in open space. Much of the land is shown as *Agriculture/Open Lands* on Map 5, with scattered areas of *Woodlands* and *Wetlands* along Rowan, Hinkson, and Rocky Run Creeks.

Residential development has occurred predominately along Lake Wisconsin and the Wisconsin River. Other residences are dispersed throughout the community—generally along Town and County roads.

General Business and Industrial uses are generally limited to the Highway 51 corridor and the Interstate and Highway CS interchange. *Institutional* uses are scattered.

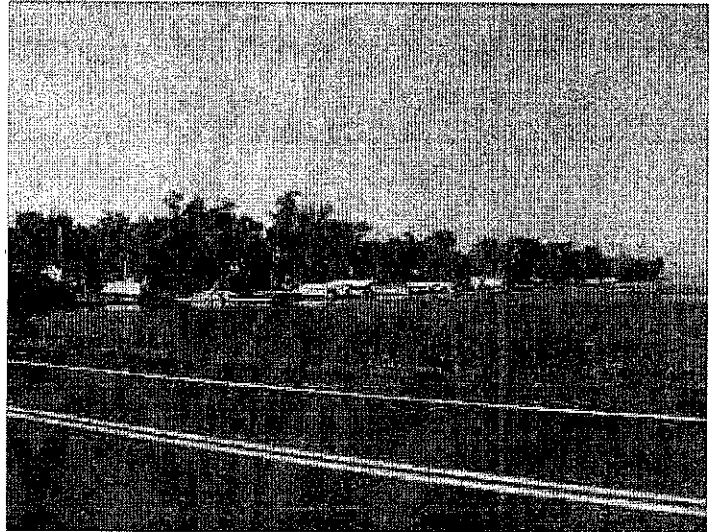


Table 6 provides an estimate of the acreage within each existing land use category in Dekorra in the year 2002.

Table 6: Town of Dekorra Existing Land Use, 2002

Land Use	Acres	Percent
Agriculture/Open Lands	16,616	63%
Wetlands	4,348	16%
Woodlands > 40 acres	3,518	13%
Rural Single Family Residential	896	3%
Road	347	1%
Public Open Space	311	1%
Commercial Recreation	201	<1%
Surface Water	156	<1%
Institutional	40	<1%
Mixed Residential	22	<1%
Extraction	8	<1%
Central Business District	2	<1%
General Business	1	<1%
TOTAL	26,465	100%

Source: GIS Inventory, Vandewalle & Associates, 2002

2. Land Development Trends

From 1990 to 2002, there were a total of 48 new parcels created in Dekorra. Nearly all of these four lots per year were intended for single-family residences. This total does not include homesites that did not require review under the Town or County subdivision ordinances (e.g., 35+ acre lots). Dur-

ing the 1990s, an average of 20 building permits were issued per year for new houses. Many of these were on the 35+ acre parcels and pre-existing waterfront lots, with some of those involving the tear-down of cottages, replacing them with newer, larger homes.

According to data from the Wisconsin Department of Revenue's Fielded Sales System, 1,963 acres of agricultural land were sold in Dekorra from 1990 to 1997. On average, an acre of agricultural land in the Town sold for \$937 over that period. Of the 1,963 acres of land that were sold, 1,141 acres (58%) continued in agricultural use. The remaining 822 acres were converted out of agricultural use. The average price of land that remained in agricultural use was \$749 per acre. The average price of land that was converted to a different use was \$1,187 per acre. These land prices have significantly increased since 1997. Based on more recent land sales, average prices for land converted to non-agricultural use are now between \$3,000 and \$4,000 per acre, depending on the quality of the site.

B. Planned Land Use

1. Planned Land Use Pattern

Map 6 presents recommended future land uses over the 20-year planning period for all parts of the Town. Changes from the existing land use pattern to realize this planned land use pattern may occur if and when property owners make requests for rezoning, subdivisions or land divisions, conditional use permits, or other development approvals. Map 6, along with policies later in this chapter, will guide Town decision making on future land use changes.

Map 6 shows most of the Town as being preserved for agriculture, open space, and natural areas. Aside from very low density housing in the *Agriculture* and *Woodland Preservation Area*, new *Rural Single Family Residential* development will be directed to areas in and around existing residential development. New high quality commercial and light industrial land uses will be directed to the *Planned Mixed Use* areas surrounding the Highway CS interchange with Interstate 90-94-39, while other industrial uses will be directed to the *General Industrial* area along Highway 51 near Columbia Lake. This area is appropriate for small-scale, *General Industrial* use because it already has some small-scale industrial uses, is located near the intersection of Highways 51 and J, has rail access, has soils that are not ideal for agriculture, and is relatively remote from the influence of Poynette.

This *Plan* advises minimizing scattered development along Highway 51 between Highway J and Hinkson Creek. The reasons for this recommendation include the higher quality of farmland in this area, access and aesthetic concerns associated with strip development, preferred truck traffic routes through the Town or the Village, and community edge and separation interests. For many similar reasons, this *Plan* also advises minimizing development along Highway CS between the *Planned Mixed Use Area* near the Interchange and the Village limits.

Table 7 shows the acreage included within each planned land use designation on Map 6. Each designation is described in detail in the Land Use Goals, Objectives and Policies section below.

Table 7: Town of Dekorra Planned Land Use

Planned Land Use Designation	Acres	Percent
Agricultural and Woodland Preservation Area	17,004	64%
Environmental Corridor	4,726	18%
Rural Single Family Residential	1,412	5%
Public Open Space	1,037	4%
Urban Transition Area (Town only)	1,013	4%
Planned Mixed Use	436	1%
Roads (Existing)	347	1%
General Industrial	163	<1%
Surface Water	156	<1%
Institutional	71	<1%
Commercial Recreation	43	<1%
General Business	26	<1%
Mobile Home Park	23	<1%
Extraction	6	<1%
Neighborhood Business	3	<1%
TOTAL	26,466	100%

Source: GIS Inventory, Vandewalle & Associates, 2003

2. Projected Land Use Demand

This *Plan* projects demand over the 20-year planning period (in five-year increments) for residential, commercial, industrial, and agricultural land uses. Projected demand is then compared to the potential supply of land to meet that demand, presented in Map 6 and Table 7.

Demand projections for residential land uses within lands currently in Dekorra boundaries are based on housing unit forecasts for Dekorra and, in part, the Village of Poynette. This is because the *Plan* anticipates some amount of growth of the Village of Poynette into lands that are now part of Dekorra. Projected rural (i.e. remaining in Dekorra) residential land use demand is presented in Table 8. This table assumes that the average residential homesite will be 5 acres, which considers 1 to 3 acre lots in subdivisions as well as 35+ acre homesites in rural residential areas. Housing unit forecasts that aided in preparation of this table are shared in Chapter Seven.

Table 8: Projected Cumulative Rural Residential Land Use Demand

	2005	2010	2015	2020	2025
Range of potential demand for additional housing units	55 - 84	132 - 252	213 - 439	297 - 651	369 - 868
Range of potential demand for additional residential acres	275 - 420	660 - 1,260	1,065 - 2,195	1,485 - 3,255	1,845 - 4,340

Source: Vandewalle & Associates

Map 5: Existing Land Use (2002)

Map 6: Planned Land Use

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Future development planned under Map 6 and the policies of this *Plan* provide enough capacity for perhaps two times the expected residential land use demand through the year 2025. This is because the *Rural Single Family Residential* planned district and the *Agriculture and Woodland Preservation* planned district can each accommodate new homes at different densities. Based on an analysis of historic growth rates, this *Plan* estimates that the anticipated demand for commercial and industrial land can be accommodated within the *Planned Mixed Use* and *General Industrial* areas shown on Map 6. It is the Town's desire to seek conversion for land for residential purposes towards the low end of the ranges in Table 8.

According to the Wisconsin Department of Revenue's Fielded Sales System, which tracks sales of agricultural, forest, swamp and waste parcels for all towns in the state, approximately 822 acres of agricultural land in Dekorra were converted out of agricultural use from 1990 to 1997, a loss of approximately 117 acres per year. If this trend continues, the amount of agricultural land in active use in the Town will decrease by about 587 acres every five years over the 20-year planning period. The Town seeks to minimize the amount of conversion.

3. Existing and Potential Land Use Conflicts

Residential development in the Town has created some conflicts between newer residents and surrounding farming operations. Activities that make up the day-to-day operation of a farm—slow farm machinery, farm odors associated with manure, livestock noise—are sometimes considered nuisances by new, non-farming neighbors.

This *Plan* seeks to minimize these types of conflicts in the future through thoughtful land use planning that discourages intensive residential development in the *Agricultural and Woodland Preservation Area*. Conflicts will inevitably occur in areas where residential and other non-farm development abuts or occurs in planned agricultural areas.

4. Opportunities for Redevelopment

This *Plan* promotes opportunities for community-sensitive redevelopment in appropriate locations and situations. The Town should work with property owners to assure that any soil or groundwater contamination on redevelopment sites is cleaned before development approvals are provided. The primary redevelopment area within the Town is the Interchange Area, where the Town advocates high-quality redevelopment of older properties. There will also be redevelopment areas along the waterfront, as seasonal cottages make way for larger, and often year-round homes.

C. "Smart Growth" Planning Areas

"Smart Growth Areas", as defined by §66.1001, Wisconsin Statutes, are "areas that will enable the development and redevelopment of lands with existing infrastructure and municipal, state, and utility services, where practicable, or that will encourage efficient development patterns that are both contiguous to existing development and at densities which have relatively low municipal, state governmental, and utility costs." The Town is required to show these areas on their planned land use map.

This Plan designates the Rural Single Family Residential, Planned Mixed Use, Urban Transition areas shown on Map 6 as "Smart Growth Areas".

In order to subdivide new parts of the *Rural Single Family Residential* area, it will be necessary to purchase the development rights from property in the *Agricultural and Woodland Preservation Area* under the Town's transfer of development rights program, described below. This will result in the permanent protection of agricultural and open space lands, leave large areas open for farming, and concentrate development in areas near areas with existing residential development. This Town-scale clustering of development will help to improve efficiency in the provision of public services.

The *Planned Mixed Use* area is designated at the Interchange Area. Here, the Town intends to work with WisDOT to provide public sanitary sewer service. This service will enable the Town to facilitate redevelopment of aging development parcels and promote more compact growth than would otherwise be possible. Development in this area also takes advantage of existing transportation infrastructure and will pro-

vide the Town with an enhanced non-farm, non-residential tax base. New development and redevelopment projects will need to occur in accordance with design standards described later in this section.

The *Urban Transition Area* is designated near the Village of Poynette. This area is identified for potential development on municipal services over the 20-year planning period, is generally appropriate for a mix of residential uses, and is described in greater detail in the sections that follow.

D. Land Use Goals, Objectives and Policies

1. Goal

Promote a future land use pattern consistent with the Town's rural, "small-town" character.

2. Objectives

- a. Promote a desirable and compatible mix of rural land uses.
- b. Plan for a sufficient supply of land to meet Town objectives.
- c. Maintain low densities of non-farm development in agricultural areas.
- d. Direct new development in and around areas of existing development.
- e. Promote high quality design and scale compatibility in new development projects.
- f. Minimize the visual impact of new development on the landscape.

3. Policies and Programs

- a. When making detailed land use decisions, **follow the land use recommendations** mapped and described in this *Comprehensive Plan* (See Maps 6 and 7).
- b. Assure that **incompatible land uses are not located close to one another** or require appropriate separation and screening.
- c. Promote **grouping and clustering of allowable development sites** to preserve farmland, protect other natural resources, and reduce development visibility.
- d. Direct **intensive new development to the Interchange Area, Poynette**, and other specific areas targeted for development as a way to relieve pressure to develop in the planned *Agriculture and Woodland Preservation Area*.
- e. Require use of **standards for building, site, landscape, signage, and lighting design** in new development projects.
- f. When **changes in zoning** are proposed that would permit development on a parcel of land, the **Town will require the submittal of a specific development proposal** (comprised of a certified survey map or plat that depicts the location on the property where the dwelling will be placed, or a detailed site plan in the case of development not requiring a new lot) before approving the rezoning. Approval of the proposal will be based on the degree to which the proposal fulfills the goals, objectives, and policies of this *Plan*. Once the rezone has been approved, the Town will consider changes to the location of development at the property owner's request, if the changes meet all the original criteria for approval.

The following sections of this chapter provide detailed objectives and policies for the primary planned land use designations on Maps 6 and 7.

E. Agriculture and Woodland Preservation Area (shown on Map 6)

1. Objective

The Agriculture and Woodland Preservation Area is shown on Map 6. It includes land intended to be preserved primarily for farming, farmsteads, forestry, open space, and agricultural or forestry support activities, with limited recreational uses, farm family businesses, and residential development roughly at a density of 1 dwelling unit per 35 acres, and lower where possible through a transfer of development rights (TDR) program. Most lands in the Agriculture and Woodland Preservation Area planned land

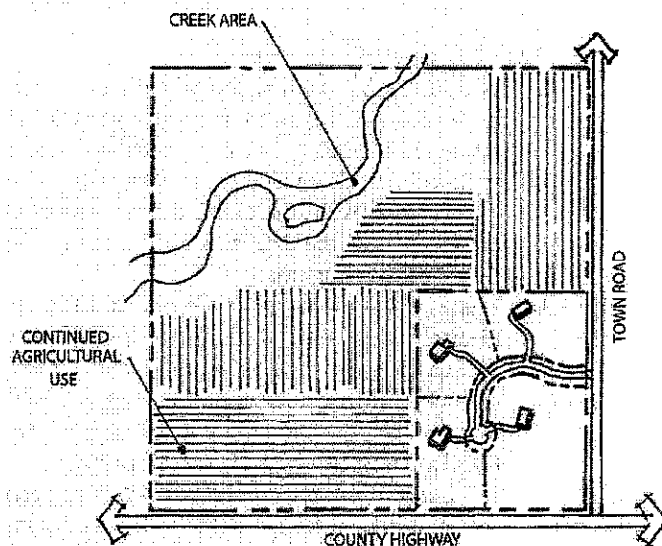
use designation should be zoned under the appropriate agricultural district.



2. Policies and Programs

- a. Within the Agricultural and Woodland Preservation Area, **one residential dwelling unit may be built on a substandard lot divided prior to November 1, 1984**, not already containing a residence or limited by a conservation easement. The Town will allow no dwelling units on substandard parcels divided on or after November 1, 1984. Within the Agricultural and Woodland Preservation Area, the Town will not allow rezoning or division of any parcel under 35 acres in existence as of the date of adoption of this *Plan* that would result in the right to construct more than one dwelling unit.
- b. Within the Agricultural and Woodland Preservation Area, **limit new development to a density of one residential dwelling unit per 35 acres** held in contiguous single ownership as of the date of adoption of this *Comprehensive Plan*, except where slightly greater densities are allowed with clustering and lesser densities are allowed under the transfer of development rights program described below. **The following sub-policies guide the interpretation of the "one residential dwelling unit per 35 acres" policy:**
 1. **Data Sources and Definitions:** The records of the Columbia County Register of Deeds should be used as a guide to the land ownership, configuration, and parcel size as of the date of adoption of this *Comprehensive Plan*, unless the Town or applicant is able to develop more detailed or more recent legal information on ownership as of that date. The Town should obtain a copy of these land ownership records as of the date of adoption of this *Plan*, for the purpose of tracking allowable dwelling units. The following definitions are applicable:
 - A "parcel" is defined as contiguous land held in single ownership. A parcel may contain more than one tax parcel, "40", or "lot" as defined below. When measuring parcel size, lands to the centerline of undedicated streets are generally included.
 - "Contiguous single ownership" is defined as all lands under single ownership as of the date of adoption of this *Comprehensive Plan* that share a common boundary (including lands in mapped Environmental Corridors shown on Map 6). A public road, navigable waterway, or connection at only one point should not be considered to break up contiguity.

- "Single ownership" is defined as any combination of lands singly owned by one individual, jointly owned by a married couple including that individual, or owned by a partnership or corporation in which the individual is a member.
 - A "lot" is a single piece of land occupied or intended to be occupied by one building and its accessory buildings and uses. A lot may be designated through a subdivision plat, certified survey map, or described in a conveyance recorded in the Columbia County Office of the Register of Deeds. No land included in any street, road, highway or railroad right-of-way shall be included when computing lot area. A street, road, highway, or railroad right-of-way shall divide one lot from another.
2. **Clustering Incentive:** The maximum number of dwelling units allowed to be built on a parcel will generally be determined by dividing the number of gross acres in contiguous single ownership as of the date of adoption of this *Plan* by 35, with no consideration of fractions. For example, a 200-acre parcel being divided into five, 35+ acre parcels would result in the ability to construct a total of five new dwelling units ($200/35=5.71$, truncate to 5). Where the cluster development lot size and siting standards subsections (c.) and (d.) below are followed, the maximum number of dwelling units allowed will be determined by dividing the number of gross acres in contiguous single ownership as of the date of adoption of this *Plan* by 35, then multiplying that number by 1.5, with no consideration of fractions in the result. For the same 200 acre parcel, a total of eight new dwelling units would be allowed under this approach ($200/35 = 5.71 \times 1.5 = 8.57$, truncate to 8). This is intended to provide an incentive for smaller lots and clustering as a means to preserve farmland, open space, and rural character. The accompanying graphic illustrates this idea.
 3. **Duplexes, Two-flats, and "Granny Flats":** These uses will count as two dwelling units for the purpose of the one dwelling unit per 35 acres policy.
 4. **Farm Residences:** Any new residence for a landowner or family member earning substantial income from the farm operation shall be considered one dwelling unit for the purposes of this density policy. Farm residences built after December 21, 1977 and on the parcel on the date of adoption of this *Plan* shall also be considered one dwelling unit for the purposes of this density policy. In other words, such houses will count against the one dwelling unit per 35 acres density policy.
 5. **Commercial and Industrial**
Uses: The only permitted commercial and industrial uses in the Agricultural and Woodland Preservation Area are those allowed in Agriculture and Rural Residential zoning districts. If it is the principal use of a parcel, such a commercial or industrial use will be considered the equivalent to one dwelling unit for the purposes of this policy. The Town will attempt to work with the County to limit the placement of billboards.
 6. **Effect of Land Sales:** Changes and reconfigurations in ownership do not trigger new allotments of potential future dwelling units per the density policy. When land is sold or consolidated after the adoption date of this *Plan*, the Town will use the following approaches in the



order listed to determine how many (if any) potential future dwelling units were transferred along with the land:

- The Town encourages property owners to make clear in sales contracts how many potential future dwelling units (if any) are being transferred along with the land. The Town will use such a sales contract or similar document when considering the application.
- In the absence of a clearly understood sales contract or similar document, the Town will attempt to learn from all affected property owners the intent (in writing). That written intent statement or affidavit should then be recorded against the deeds to all affected properties.
- In the absence of a clearly understood sales contract or statement of intent, the Town Board will attempt to make a determination based on the best available evidence.

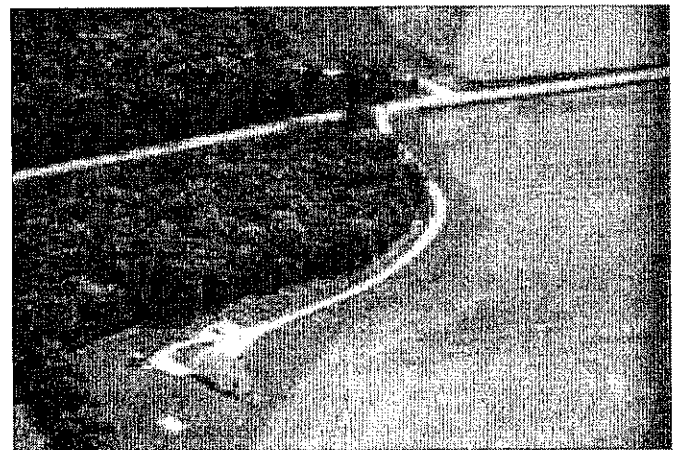
7. *Number of Dwelling Units*

Remaining: Any time a rezoning or division of land is approved, the Town intends, as part of the approval, to require that a restriction be added to the deed of the original contiguous single ownership parcel indicating the number of dwelling units permitted on the parcel under then-current adopted Town policies. All such deed restrictions shall be subject to removal or alteration only if approved by the Town Board, and potentially the County, in light of a relevant change to this *Comprehensive Plan*. The Town should consider including provisions in the Land Division and Subdivision Code that specifically authorize the Town to limit future overall density through deed restrictions.

- c. **Require a minimum lot size of one acre** in the Agricultural and Woodland Preservation Area, unless soil tests or conditions indicate more area is required to provide safe on-site treatment. **Do not allow lots of greater than three acres** in area, except where natural features or rural character objectives suggest a larger lot size.
- d. In addition to Land Division and Subdivision Code standards, use the following **cluster development siting standards** in the Agricultural and Woodland Preservation Area:
 1. Buildings should be sited to minimize visibility from public roads through proper placement with respect to existing vegetation and topographic changes, retention of existing vegetation and topography, and/or planting of new vegetation or berming. New buildings and drive-



A cul-de-sac can provide access to several homes set back from the roadway. The homes are kept off of the hilltops, and a series of driveways leading off the main road is avoided.



Vegetation and topography can help to "hide" development in a rural landscape.

- ways should be located adjacent to tree lines where available and at the edge of open fields rather than the middle.
2. Within the Agricultural and Woodland Preservation Area, buildings or driveways should not be developed on soils classified as Group I or II on Map 3 of this *Plan*, or within a mapped Environmental Corridor on Map 6, unless all soils on the ownership parcel are so classified. In the case of such total restrictions, the Town will work with the property owner to determine the area of the property that if developed would have the least impact on farmland and/or natural areas.
 3. Flag lots should be allowed only where advisable to achieve rural character objectives of this *Plan* (e.g., hiding of development). A flag lot is a lot with its widest point set back from the road, and having a thin, long strip ("flagpole") of land connected to the road to provide legal access and frontage.
 4. Existing vegetation, stone rows, fence lines, and tree lines should be preserved.
 5. New streets or driveways shall be placed along existing contours, property lines, fencerows, lines of existing vegetation, or other natural features wherever possible.
 6. Buildings should not be located on top of exposed hilltops and ridgelines, and rooflines should not be higher than ridgelines.
 7. In wooded hillside areas, only enough area for the house, a cleared yard area of no greater than ¼ acre, and a driveway should be cut.
 8. Where existing vegetation and changes in topography would not adequately screen the development from public roads, and new plantings would be insufficient, consider arranging development sites in a pattern resembling historic farm building placements (e.g., a group of houses set back from the road, tree lined single drive or street, fence rows.)
- e. **Prohibit the development of subdivisions** (five or more lots within a five-year period) within the Agricultural and Woodland Preservation Area, **except when appropriate to carry out the Town's density policy in subsection (b) and cluster development siting standards in subsection (d).**
- f. Consider conditional use permit applications for **non-metallic mineral extraction sites** provided that:
1. The extraction site and any associated buildings are not located on Group I or II soils, as shown on Map 3, AND
 2. The establishment, maintenance or operation of the conditional use will not be substantially detrimental to or endanger the public health, safety, comfort or general welfare, AND
 3. The uses, values and enjoyment of other property in the neighborhood for purposes already permitted shall be in no foreseeable manner substantially impaired or diminished by establishment, maintenance or operation of the conditional use, AND
 4. The establishment of the conditional use will not impede the normal and orderly development and improvement of the surrounding property for uses permitted in the area, AND
 5. The land will be restored according to a nonmetallic mining reclamation plan complying with the Columbia County zoning ordinance.
- g. Consider applications for **wireless telecommunication facilities** (e.g. cell towers) using the following standards:
1. The wireless telecommunication facility and any associated buildings are not located on soils within Group I or II soils, as shown on Map 3.
 2. The petitioner shall submit directly to the Town copies of all project descriptions, site plans, and engineering reports required by the County Planning and Development Department. A pre-application meeting with the Town is recommended before petitioner contacts the County.
 3. The petitioner shall submit all necessary authorizations or proofs of "no hazard" from the FAA and/or the State Bureau of Aeronautics.
 4. The Town does not intend to take action on the rezoning or conditional use permit until it receives and reviews the results of a requested technical analysis.
 5. The Town supports co-location of multiple antennas on a single tower and the use of alternative support structures such as silos, light poles, billboards, electrical poles, and other tall structures in locations that are favorable to preserving the Town's rural character.

6. Facility locations that maximize the screening of the tower structure through topography or vegetation are preferred. All support equipment and the base of the tower shall be fully screened from adjacent properties and public roads, including the interstate with fencing or evergreen vegetation.

F. Rural Single Family Residential Area (as shown on Map 6)

1. Objective

The Rural Single Family Residential area is established and mapped on Map 6 to identify certain lands for single-family detached residential development, generally at densities between 1 dwelling unit per acre and 1 dwelling unit per three acres and served by on-site waste disposal systems. The Town has identified planned and undeveloped Rural Single Family Residential areas as appropriate "receiving areas" for the Town's transfer of development rights (TDR) program, described in greater detail below.

2. Policies and Programs

- a. **Require a minimum lot size** for all new lots proposed as building sites in the Rural Single Family Development Area of **one acre**, unless soil tests or conditions indicate more area is required to provide safe on-site treatment or a group waste disposal system is approved. Lots for residential building sites of **over three acres each are generally not allowed**.
- b. Consider the following **types of uses as generally appropriate** within the Rural Single Family Residential area:
 1. Single family residences,
 2. Institutional uses, such as churches and the Town Hall,
 3. Recreational uses, such as parks, walking trails and campgrounds.
 4. Waterfront businesses, such as small retail shops and restaurants, scaled and massed in a manner that is consistent with existing homes and businesses. Heavier commercial uses that are not related to serving waterfront activities should be directed to areas of the Town that better suited for those uses.
- c. The Town hereby establishes a **Transfer of Development Rights (TDR) Program**. The TDR program requires developers of land in the Rural Single Family Residential area to financially contribute to the conservation of land in the Agricultural and Woodland Preservation Area as part of the Town's overall farmland preservation and growth management strategy. When reviewing subdivision plats or certified survey maps (CSMs) that would create new lots within the Rural Single Family Residential area, where the number of lots is above what a 1 dwelling unit per 35 acre standard would otherwise allow, the Town will require the developer to contribute to the permanent conservation of land within the Agricultural and Woodland Preservation Area by:
 1. **The developer acquiring a conservation easement(s) directly from a willing land owner(s) in the Agricultural and Woodland Preservation Area.** A conservation easement is a legal agreement to permanently limit the use of the land to farming and open space uses only (i.e., no non-farm development). More specifically:
 - i. The developer of lands within the Rural Single Family Residential area will be required to acquire and transfer development rights from 35 acres of land (i.e., reduce the amount of potential building by one dwelling unit) in the Agricultural and Woodland Preservation Area for every 5 new lots designed for new home construction within the Rural Single Family Residential area, less the number of lots that would be allowed in the Rural Single Family Residential area if the "1 dwelling unit per 35 acres" standard would otherwise have been applied, in accord with Table 9.

Table 9: Ratio of New Lots Created to Development Rights Required

Number of New Lots Proposed to be Created in Rural Residential Area ¹	Acres/Development Rights ² that must be acquired from Ag Preservation Area
1 to 7	35/1
8 to 12	70/2
13 to 17	105/3
18 to 22	140/4
23 to 27	175/5
28 to 32	210/6
33+	Based on similar ratios

NOTES:

- ¹ Represents new lots over the “1 dwelling unit per 35 acres” standard that would otherwise be allowed in the Rural Single Family Residential area.
- ² One development right in Agricultural and Woodland Preservation Area = 1 new dwelling unit in Agricultural and Woodland Preservation Area = the ability to develop 35 acres of land for non-farm uses in the Agricultural and Woodland Preservation Area.
 - ii. Example: If 11 lots are proposed to be created through a subdivision plat on lands mapped in the Rural Single Family Residential area on Map 6, the developer will generally need to acquire a conservation easement over 70 acres of land from a land owner in the Agricultural and Woodland Preservation Area. This will ultimately result in two fewer homes in the Agricultural and Woodland Preservation Area than would otherwise be allowed under the Town’s “1 dwelling unit per 35 acres” policy.
 - iii. The parcel in the Agricultural and Woodland Preservation Area must have at least the required number of unused development rights to transfer under the Town’s density policy.

OR

2. **The developer paying a fee to the Town for the future purchase of conservation easements, with the fee amount based on the ratio described in subsection 1(i) above and current land values in the Town.** The Town intends to adopt an impact fee ordinance under Wisconsin Statutes to allow this option of Town collection of fees from new development in the Rural Single Family Residential area. This ordinance could actually be a new section of the Town’s Land Division and Subdivision Code. The impact fees would be designated for future Town use in the purchase of conservation easements or lands from willing sellers within the Agricultural and Woodland Preservation Area. As part of the study that would lead to the impact fee ordinance, the Town should to direct an appraiser to establish the value of a conservation easement. Legal counsel should also review the study. Until the Town adopts an impact fee ordinance, only the option presented in subsection 1 is available.

AND

3. **Prior to Town signing of the certified survey map or plat to record the land division or subdivision, the Town will require that the developer record a conservation easement on the appropriate amount land in the Agricultural and Woodland Preservation Area or pay to the Town the appropriate impact fee.** The Town shall approve the format and language of the conservation easement prior to recording, and shall be designated as a holder of the conservation easement. The Town may specify that the conservation easement cover the entire parcel in contiguous single ownership within the Agricultural and Woodland Preservation Area as of the date of adoption of this Plan, indicating the total amount of non-

farm development that will be allowed after the transfer, per the Town's density policy. The terms "parcel" and "contiguous single ownership" are as defined in section E above.

- d. **Do not allow development within the Environmental Corridor** shown on Map 6. Development is also discouraged in areas with soils with severe limitations for on-site solid waste disposal, as shown on Map 8; soils with building limitations, as shown on Map 6; and in areas with slopes between 12-20 percent and over 20 percent as shown in Map 4. Developers shall submit detailed maps showing these features when applicable to a certain development area.
- e. Standards for submittal of plan and environmental assessment are included in the Town's Land Division and Subdivision Code. Before the rezoning of lands for development or a 5+ lot subdivision is approved, **require the property owner or developer to submit a plan** showing environmentally sensitive areas that should not be developed, including:
 1. Wetlands
 2. Stream banks
 3. Shoreline setback areas
 4. Floodplains
 5. Hydric soils (formed under wet conditions—many formerly wetlands)
 6. Soils with severe limitations for on-site waste disposal systems (see Map 8).
 7. Soils with low or very low potential for dwellings with basements
 8. Steep slopes (12-20% and 20%+)
- f. Promote the design and layout of all development projects within the Rural Single Family Development area in a manner that does not impede the **orderly future development** of the surrounding area or future utility extensions.

G. Planned Mixed Use Area (Interchange Area)

1. Objective

The land surrounding the Interchange of the Interstate 90-94-39 and County Highway CS is identified as an area for future commercial and industrial development. The realization of this *Plan* hinges in large part on the decision to bring public sanitary sewer service to this area. The Planned Mixed Use area largely coincides with the Utility District but also suggests potential future expansion areas for the Utility District. In general, the Town is seeking high-quality new development and redevelopment in this area that will provide tax base, jobs, and serve as a growth opportunity and enhance the Town's image.

The 400+ acre Planned Mixed Use area shown on Map 6 roughly encompasses a radius of 1-mile from the interchange. The area is bounded on the north, east, and west by environmental corridors and steep slopes and to the south by a prominent ridge line. These boundaries are also logical sewer service boundaries. Map 7 is a conceptual development plan that advises, in greater detail, future land uses and transportation improvements in this Planned Mixed Use area. Future development proposals should be consistent with this *Plan* and the desired image and development standards that follow.

2. Gateway Identification/Development Character

The Interchange Area is a "gateway" to Dekorra, to the Poynette area, and to the Lake Wisconsin area. Both communities should work together to develop joint entryway and directional signage that advertise the Dekorra-Poynette-Lake Wisconsin area to visitors. Possible locations for signs might be at the junction of CTH J and CTH CS, and at the western Interstate entrance/exit ramps to direct visitors to the "Old Dekorra" village and other waterfront areas. These locations are shown on Map 7.

Much of the Interstate 90-94-39 corridor is currently lined with continuous stands of trees. These trees help define the character for both residents and visitors. In addition to aesthetic importance, these trees help moderate the effects of wind and snow drifting, screen against noise, act to stabilize soil, reduce erosion and run-off, and provide for habitat for birds and animals. The Town should consider steps to ensure that these trees are preserved along the corridor as new development occurs. The Town should also work with the County to limit the placement of billboards and other large signs along this corridor.

In addition, new landscaping should be required in all new development projects in the Interchange Area. Landscaping should be encouraged around building foundations, in and around paved areas, around areas where screening is appropriate, and in a buffer between the building and the highway. Landscaping materials should be of adequate size to ensure both a high degree of survivability and immediate visual effectiveness.

3. Transportation Access

Numerous private access points can result in more congestion and more traffic-related conflicts along the corridor. Limiting the number of and ensuring adequate spacing between access points can help to control the type and pace of new development. Shared access drives and local access roads should be promoted.

Map 7 shows two main proposed development pockets that would be served by an interconnected road network with a minimal number of access points from the County highways. The conceptual new road network is designed to provide access to individual businesses, whereas Highway CS is used primarily to provide access to and from the Interstate, Poynette, and waterfront areas. This arrangement will serve both the goals of avoiding congestion and safety hazards on Highway CS, and maximizing the number of businesses to the Interchange Area by utilizing the full depth of properties.

Map 7: Interchange Area Conceptual Development Plan

WisDOT owns a parcel of land (shown in blue on Map 7) within the Interchange Area. The Town advocates construction of a Park & Ride lot at this location. As one possible creative arrangement, WisDOT could enter into an agreement with commercial business that may locate on the site in exchange for taking on maintenance responsibilities for the Park & Ride lot.

4. Planned Business Areas

The Planned Business areas shown on Map 7 is designed to promote high-quality indoor retail, commercial service, office, and institutional land uses with generous landscaping, modest lighting, and limited signage, complying with the detailed design standards described below. Generally, Planned Business area uses should be directed to those areas in closest proximity to the interchange. Rezoning of certain areas from their present zoning is advised.

The Town will require that all proposed commercial projects submit a detailed site plan, building elevations, landscape plan, lighting plan, grading/stormwater management plan and signage plan prior to development approval. The following design review standards should be used for all commercial development projects:

- a. High-quality signage based on the area of building frontage, road frontage, or façade area should be required. The use of monument signs should be encouraged instead of pole signs. The Town should also work with the County on a billboard control ordinance.
- b. Existing vegetation should be retained, especially west of the Interchange in heavily wooded areas. High quality landscaping treatment of buffer yards, street frontages, paved areas and building foundations should be provided. Landscaping materials should be of adequate size to ensure both a high degree of survivability and immediate visual effectiveness.
- c. Intensive activity areas such as building entrances, service and loading areas, parking lots, and trash receptacle storage areas should be screened and oriented away from less intensive land uses.
- d. Loading docks, dumpsters, mechanical equipment, and outdoor storage areas should be located behind buildings and complete screening of these facilities should be promoted through the use of landscaping, walls, and architectural features.
- e. Parking lots should be landscaped with perimeter landscaping and/or landscaped islands, along with screening (hedges, berms, trees, and decorative walls) to buffer views from public roads, improve appearance, and help with stormwater.



Monument type signage is encouraged



Parking lots should be landscaped and provide safe pedestrian access to building entrances.

- f. Parking should be to the sides and rear of buildings wherever possible, rather than having all parking in the front.
- g. Interconnected walkways, parking lots and driveways between sites should be provided to facilitate on-site and cross-site circulation.
- h. Illumination from lighting should be kept on-site through the use of cut-off, shoebox fixtures.
- i. High-quality building materials, colors, and designs that reflect the Town's desired image should be required. For example, building materials, colors, and designs could reflect agricultural heritage of the community (e.g., stone, gabled roofs, earth tones).
- j. Canopies, awnings, trellises, bays, windows and/ or other architectural details should be incorporated to add visual interest to facades.
- k. Variations in building height and roof lines are desirable, particularly on larger buildings.

5. Planned Industrial Areas

The Planned Industrial areas shown on Map 7 are designed to promote high-quality indoor manufacturing, warehousing, distribution, and office uses with generous landscaping, screened storage areas, modest lighting, and limited signage, complying with detailed design standards described below. Generally, Planned Industrial area uses should be directed to those areas beyond the Planned Business areas and within 1-mile of the interchange. Rezoning of certain areas from their present zoning is advised.

The Town should require that all proposed industrial projects submit a detailed site plan, building elevations, landscape plan, lighting plan, grading/stormwater management plan and signage plan prior to development approval. The following design review standards should be used for all industrial development projects in the Planned Industrial areas:

- a. In situations where planned industrial use areas are close to residential uses, screening should be provided. Hedges, evergreen trees, berms, decorative fences, retaining existing landscaping and vegetation or a combination of these screening elements should be used to satisfy this requirement.
- b. Long, monotonous industrial building facades should be avoided by varying building setbacks and placing vegetation in strategic locations along foundations.
- c. Parking lots for industrial uses should be screened from the view of public right of ways and non-industrial uses. Large parking lots (e.g., employee parking areas or truck parking areas) will not be located between the building and the public right of way. Smaller parking lots (e.g., visitor parking lots) may be located in front of the building. However, such parking lots will be screened from public rights of way and non-industrial uses.
- d. Industrial projects should be designed so that vehicles serving the site are able to move from one area of the site to another without re-entering a public street.
- e. Public streets should not be used for parking trucks associated with the operation of industrial facilities. Truck loading and staging activities will not be allowed within public streets.
- f. Loading areas for industrial uses should be located at the rear of buildings and will be screened from the view of public rights of way and adjacent non-industrial uses.
- g. All outdoor storage areas should be screened from public view using berms, hedges, decorative walls, or decorative fences. The height of such screens will be determined by the height of the material being screened. Outdoor storage materials or products will only be allowed as a conditional use.
- h. All mechanical equipment (e.g., air conditioners, ventilation equipment, etc.) should be screened from public view. This includes rooftop equipment and equipment on the ground.
- i. The following design elements should not be allowed in new industrial buildings:
 - 1. Large, blank, unarticulated wall surfaces.
 - 2. Un-landscaped chain-linked fences and barbed wire.
 - 3. Non-architectural façade materials such as untreated exterior cement block walls and metal siding with exposed fasteners.
 - 4. Pole-barn type buildings.

H. General Industrial Area (as shown on Map 6)

1. Objective

The General Industrial area is established and mapped on Map 6 to identify a limited area near the north edge of the Town for indoor manufacturing, warehousing, distribution, and office uses, with outdoor storage areas and moderate attention to building design, landscaping, and signage. This mapped General Industrial area is focused around a few existing similar uses near the intersections of Highways 51, J, and the railroad tracks. Its size would be limited by Environmental Corridors in the vicinity. Special attention will be needed to protect the integrity of the natural resources in the area.

2. Policies and Programs

- a. **Require a minimum lot size** for all new lots proposed as building sites of **one acre** where public sanitary sewer is not available, unless soil tests or conditions indicate more area is required to provide safe on-site treatment or a group waste disposal system is approved.
- b. **Do not allow development within the Environmental Corridor** shown on Map 6. Development is also discouraged in areas with soils with severe limitations for on-site solid waste disposal, as shown on Map 8; soils with building limitations, as shown on Map 6; and in areas with slopes between 12-20 percent and over 20 percent as shown in Map 4. Developers shall submit detailed maps showing these features when applicable to a certain development area.
- c. Before the rezoning of lands for development, **require the property owner or developer to submit a plan** showing environmentally sensitive areas that should not be developed, including:
 1. Wetlands
 2. Stream banks
 3. Shoreline setback areas
 4. Floodplains
 5. Hydric soils (formed under wet conditions—many formerly wetlands)
 6. Soils with severe limitations for on-site waste disposal systems (see Map 8).
 7. Soils with low or very low potential for dwellings with basements
 8. Steep slopes (12-20% and 20%+)

I. Environmental Corridors & Soils with Building Limitations (on Map 6)

1. Objective

Environmental Corridors are established to identify and protect generally continuous environmentally sensitive areas including wetlands, floodplains, and undeveloped shoreland setback areas. They are intended for long-term open space, wildlife habitat, stormwater management, natural areas, and or trails uses. The "Soils with Building Limitations" area is mapped as an overlay designation on Map 6. This category includes slopes greater than 20 percent and hydric soils not in mapped wetlands, per the Columbia County soil survey. The Town also wishes to preserve slopes of 12 percent to 20 percent to the extent practical.

2. Policies and Programs

- a. Where development is proposed, determine the **exact boundaries** of the Environmental Corridor or Soils with Building Limitations based on the features that define those areas.
- b. Where land included in the Environmental Corridors and Soils with Building Limitations area are adjacent to land in the Agricultural and Woodland Preservation Area, such land **shall count toward calculating the number of dwelling units** allowed on the overall parcel, per the Town's density policy in section E above, even though building development should not occur in the Environmental Corridor.
- c. **Prohibit building development** in Environmental Corridors, and strongly discourage building development on Soils with Building Limitations.
- d. **Permit cropping and grazing** with Soils with Building Limitations and Environmental Corridors where compatible with natural resource protection and farmland preservation.

J. Urban Transition Area (as shown on Map 6)

1. Objective

The Urban Transition Area is established and mapped on Map 7 over lands within the Village of Poynette, where the Village has primary land use decision making authority. The Urban Transition Area is also mapped over certain lands in close proximity to the Village limits within the Town, based on 20-year growth projections. These lands should be preserved in the near term as mainly agriculture and open space uses, with development densities no greater than one lot per 35 acres (consistent with the *Agricultural and Woodland Preservation Area*). Such lands may be developed more intensively within the next 20 years, if desired by the respective property owners, provided with public sewer and water services, and consistent with the recommended intergovernmental agreement between the Village and the Town (see Chapter Nine). The boundaries of the Urban Transition Area may be altered as a result of this recommended agreement.

2. Policies and Programs

- a. **Limit new development in accordance with all policies applicable to the Agriculture and Woodland Preservation Area (see section E above), until such time when the Town and Village agree that particular mapped area is appropriate for more intensive development with public sewer and water service.**
- b. **Require all permitted non-farm development projects be designed not to impede the orderly future development** of the surrounding area with more intensive development with public sewer and water service in the future.
- c. **Negotiate with Poynette on an intergovernmental agreement** to further determine the type, timing, jurisdiction, services, and other aspects of future development within portions of the Urban Transition District presently in the Town. Chapter Nine contains more detailed guidance on the recommended agreement.

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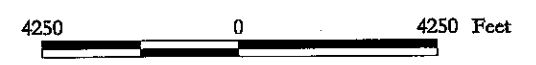
Dekorra Comprehensive Plan

Map 6 Dekorra Planned Land Use

- Municipal Boundaries (2003)
- Sanitary/Utility Districts
- Roads (2003)
- Railroad
- DNR Planned Project Boundary

- Agriculture and Woodland Preservation Area
- Environmental Corridor
- Public Open Space
- Soils With Building Limitations
- Surface Water
- Urban Transition Area
- Mobile Home Park
- Rural Single Family Residential
- Commercial Recreation
- Planned Business
- General Business
- General Industrial
- Institutional
- Planned Mixed Use (See Map 7)

Shapes on map represent general recommendations for future land use. Actual boundaries between different land use categories and associated zoning districts may vary somewhat from representations on this map.



September, 2003

Sources: Columbia County LTO, Wisconsin DNR, V&A Inventory & Town of Dekorra.

Vandewalle & Associates
Madison, Wisconsin
Planning - Creating - Rebuilding



DRAFT

CHAPTER NINE: INTERGOVERNMENTAL COOPERATION

This chapter of the *Plan* contains background information, goals, objectives, policies and recommended programs for intergovernmental planning and decision making; incorporates by reference all plans and agreements to which Dekorra is a party under §66.0301, §66.0307, §66.0309 of Wisconsin Statutes; and identifies existing and potential conflicts between this *Comprehensive Plan* and the plans of adjacent villages and towns, Columbia County, the State, and school districts. This chapter includes several cooperative approaches for both Poynette and Lowville.

A. Existing “Regional” Planning Framework

The following is a description of the plans of other jurisdictions operating within or adjacent to Dekorra. These jurisdictions are depicted in Map 2. A summary of any potential conflicts with the *Town of Dekorra Comprehensive Plan* follows the description of each jurisdiction’s plans. Where conflicts are apparent, a process to resolve them is also proposed.

1. Columbia County

At the time of writing, Columbia County was beginning to update its *Land Use Plan*, adopted in 1970, to meet the state’s comprehensive planning legislation. Lowville should monitor and participate in this planning process to ensure consistency between jurisdictions and work towards amendments to County policies and ordinances to support Lowville’s plan.

The *Columbia County Agricultural Preservation Plan* was originally adopted in 1977, and updated in 1988. This *Plan* supports the basic goal of preserving farmland, and lays the foundation for the County’s agricultural zoning, which was also adopted in 1977.

The *Columbia County Land and Water Resource Management Plan* was adopted in 1999. This *Plan* contains an assessment of County resources, and strategies to manage these resources.

There are no known conflicts between the *Town of Dekorra Comprehensive Plan* and the adopted Columbia County plans.

2. Town of Lowville

The *Town of Lowville Land Use Plan* was adopted in 1995. Lowville was updating its plan on a similar timetable with Dekorra. At the time of writing, Lowville’s updated plan was consistent with and complimentary to the Dekorra’s *Plan*. Dekorra will need to address residential development pressure along Highway CS adjacent to that type of existing and planned development in Lowville.

3. Village of Poynette

The *Comprehensive Plan* for the Village of Poynette was adopted in 1985. Poynette is updating its plan on a similar timetable with Dekorra. At the time of writing, Poynette’s updated plan was generally consistent with and complimentary to Dekorra’s *Plan*. There are other recent and emerging development, service, and intergovernmental issues between the two communities, particularly at the Village’s northeast corner. A recommended intergovernmental agreement approach is included later in this chapter.

4. Town of Pacific

Despite requests, no information was available from Pacific at the time of this publication.

5. Town of Caledonia

The *Town of Caledonia Land Use Goals, Objectives and Policies* document was adopted in 1996. It is a set of policies that recommends preserving the rural look and feel of the Town by limiting residential and commercial development. The goals, objectives and policies of the Town of Caledonia are consistent with the goals and recommendations of the *Town of Dekorra Comprehensive Plan*. Caledonia will be updating its land use planning controls by preparing a comprehensive plan, participating with Columbia County in its planning process.

6. Town of Arlington

At the time of writing, the Town of Arlington did not have a land use plan in place. The Town policy is to discourage the conversion of agriculture to residential or commercial use. The Town intends to participate with the County in its comprehensive planning process.

7. Town of Lodi

The Town of Lodi Land Use Plan was adopted in 1992. The Plan's objectives include preserving farm operations and agricultural land, discouraging subdivision, protecting rural character, and protecting water and wetland quality. Housing density in most of the Town is limited to one parcel per 35 acres of land zoned agricultural. The *Town of Lodi Land Use Plan* is consistent with the goals and recommendations of the *Town of Dekorra Comprehensive Plan*.

8. Important State Agency Jurisdictions

The Wisconsin Department of Transportation's (WisDOT) District 1 office (Madison) serves Dekorra and all of Columbia County. The Town should continue to maintain good relations with District 1 as planning, congestion, and safety issues arise along U.S. and State highways, particularly Highway 51 and the interchange area. WisDOT plans are summarized in Chapter Five.

The Wisconsin Department of Natural Resources (WisDNR) provides service to the Town out of its service center located in Poynette. Project boundaries for potential DNR land acquisitions from willing sellers are shown on Map 6.

There are no known conflicts between the plans and policies of these State agencies and the *Town of Dekorra Comprehensive Plan*.

9. School Districts

Information on local school districts is presented in Chapter Six. There are no known conflicts between the *Town of Dekorra Comprehensive Plan* and the plans of the affected school districts. Dekorra's *Plan* advocates a controlled growth strategy in and around the Town and the continued operation of Dekorra School.

B. Intergovernmental Cooperation Goals, Objectives and Policies**1. Goal**

Develop and build on mutually beneficial relationships with nearby governments.

2. Objectives

- a. Work with the Poynette and Lowville to ensure that future municipal boundary changes, utility service areas, land use policies, and extraterritorial decisions benefit all three communities.
- b. Explore the possibility of pursuing cooperative economic development initiatives and/ or a marketing approach that would have benefits for all three communities and minimize competition for new development.
- c. Work with Columbia County and neighboring jurisdictions on their ongoing comprehensive planning efforts.
- d. Cooperate with neighboring governments, school districts, Columbia County and State agencies on providing joint or shared services and planning for future public facilities needs, such as recreational programming and emergency services.

3. Recommended Intergovernmental Agreement

Dekorrra, Poynette, and possibly Lowville would benefit from entering into a formal intergovernmental agreement covering community development issues of mutual concern. These issues may include municipal boundaries, extraterritorial rights, economic development, rural development, growth management, sanitary sewer and water service provision, parks and recreation, development design standards, or even shared revenues from new development. An agreement such as this would help the communities minimize competition for development, share both the costs and benefits of eco-

conomic development, make sure that future development is of high quality, provide all parties with a greater sense of certainty on the future actions of others, and promote municipal efficiency in an era of diminishing government resources.

There are two main formats for intergovernmental agreements under Wisconsin Statutes. The first is available under Section 66.0301, which allows any two or more communities to agree to cooperate for the purpose of furnishing services or the joint exercise of any power or duty authorized under State law. While this is the most commonly used approach, a “66.0301” agreement is limited by the restriction that the municipalities must be able to exercise co-equal powers. Another format for an intergovernmental agreement is a “cooperative plan” under Section 66.0307 of the Wisconsin Statutes. This approach is more labor intensive and ultimately requires State approval of the agreement, but does not have some of the limitations of the “66.0301” agreement format.

The following is a draft outline of issues that an intergovernmental agreement could cover. Municipal attorneys would need to place any agreement in a proper legal format prior to adoption, obviously following a significant amount of additional negotiation among the communities. Often, intergovernmental agreements are executed after a year or more of meetings, research, consideration of options, writing, and legal review.

- a. ***Municipal Boundary Changes:*** Intergovernmental agreements between villages and towns frequently suggest limits to long-range municipal annexation, generally in exchange for some compromises from the town. Such compromises may include the town’s agreement not to legally contest any annexation petition that is within the agreed annexation area and/or to limit town development in the possible future annexation area. Where there are annexations, responsibilities for road maintenance and upgrades can be confusing or controversial. Provisions for future maintenance, upgrades, or extensions of roads are often covered in intergovernmental agreements.

Within the context of an intergovernmental agreement focused particularly on Dekorra and Poynette, future (e.g., through 2025) annexation area boundaries could be based on a negotiated Urban Transition Area boundary between the Town and Village. The Town’s initial suggestion for that Urban Transition Area is shown on Map 6. Within that mutually agreed area, the Town would agree not to oppose annexation. Outside of that area, the Village would agree not to annex land. Both communities could agree to a procedure for addressing road maintenance issues when new land is annexed. The discussions on municipal boundary changes should address the future of the existing agreement between the Village and Town associated with the Pauquette Pines development.

- b. ***Utility Service Area Boundaries:*** Some intergovernmental agreements include provisions that define where public sewer and/or water services may be extended and where they may not over the term of the agreement. These areas largely define where fairly intensive urban (public sewer) growth may occur. Some agreements include provisions that do not allow intensive development with on-site waste disposal systems in such designated utility service areas. These areas may extend beyond current municipal limits or utility district boundaries, as such agreements generally extend for 20 years or more.

Within the context of an intergovernmental agreement focused particularly on Dekorra and Poynette, future (e.g., through 2025) utility service area boundaries could be established within a negotiated Urban Transition Area boundary between the Town and Village and within a mutually agreed area near the Wisconsin River/Lake Wisconsin interchange. Each community could agree not to extend public sewer services beyond those limits. This, combined with the municipal boundary provisions described above, would provide greater certainty to both communities, property owners, developers, and the general public as to where intensive development could occur and where it could not. The discussions on utility services could also cover provisions for dealing with developed areas with failing septic systems or holding tanks to address public health concerns. The discussions and resulting agreement could also assure that both communities are carrying out appropriate stormwater management planning in planned development areas in accordance with specified standards.

- c. ***Future Land Use Recommendations:*** Frequently, intergovernmental agreements include maps or descriptions that specify future land uses or development densities considered acceptable or unacceptable in areas that concern both communities. For example, the agreement may specify certain areas that both communities agree should remain in open space or at least maintain an open space character as limited development occurs. Some agreements also include provisions that the communities will then amend their comprehensive plans to be consistent with the future land use recommendations negotiated in the agreement, or to not amend their comprehensive plans in a manner that would be inconsistent with the agreement. Within the context of an intergovernmental agreement focused particularly on Dekorra and Poynette, the negotiations and resulting agreement could focus on provisions to:
- Amend this *Comprehensive Plan* and Poynette's plan as necessary to achieve full compliance with the agreement. It should be noted that this *Comprehensive Plan* and the draft plan for Poynette were largely in alignment with respect to land use recommendations in areas of mutual concern.
 - Make development (e.g., rezoning) decisions that are consistent with the amended comprehensive plans and the agreement. This type of provision could include amending the comprehensive plans or intergovernmental agreement if both communities agreed in the future.
 - Implement innovative approaches to achieving shared growth management and land use objectives. These may include an inter-community transfer of development rights (IDR) program to direct more residential development to the village from the town. Another approach may be cooperative extraterritorial zoning, whereby the Village and Town could jointly (and without the County) make zoning decisions within 1½ miles of the Village limits.
- d. ***Joint Economic Development Efforts:*** An intergovernmental agreement provides a potential tool to establish joint economic development or marketing efforts to the mutual benefit of each community. Some of the more innovative agreements include provisions on sharing property tax revenue from new development or mitigating tax losses resulting from annexation. These types of arrangements are allowed under Section 66.0305 of Wisconsin Statutes. For example, an agreement may include a provision specifying that participating communities would share property tax revenue from certain types of new developments (e.g., commercial or industrial). This tends to minimize competition for development, increases development quality, and somewhat equalizes municipal "winners and losers" resulting from new development. Within the context of an intergovernmental agreement focused particularly on Dekorra and Poynette, the negotiations and resulting agreement could focus on provisions to:
- Jointly pursue state, federal, and county economic development grants and incentives to promote business and light industrial development consistent with the "small-town" character of the area.
 - Cooperatively plan for economic development areas mutually agreed areas in and near Poynette and the Interstate 39/CS interchange, and not promote or allow economic development in other areas.
 - Consider a revenue sharing agreement for new municipal taxes generated from development in some of these areas.
 - Decide on the rerouting of Highway CS to extend near the Village's southern boundary east to Highway 51 as a means to facilitate economic development and redirect heavy and through traffic.
- e. ***Consistent Design Standards:*** Intergovernmental agreements sometimes include minimum standards that all or certain types of new development projects would need to follow, regardless of in which community the development occurred. These might include standards for signs, landscaping, lighting, setbacks, building design, or other features of development. This type of

provision tends to reduce the practice of communities compromising their development standards in attempts to lure projects away from their neighbors.

Within the context of an intergovernmental agreement between Dekorra and Poynette, the communities could agree to:

- Follow development design guidelines included in comprehensive plans when reviewing development proposals.
 - Amend zoning ordinances as necessary to require site plan review and to require new non-residential and any multiple family residential development projects to meet minimum agreed standards for site design, building design, landscaping, signage, and/or lighting.
 - Institute or maintain site plan review requirements for all commercial, industrial, and multiple family residential development projects.
- f. ***Shared Programs or Services:*** The most common types of intergovernmental agreements focus on shared services or programs between communities. Poynette and Dekorra already have such an agreement with respect to fire and EMS services, and share municipal offices. The management of recreational lands and programs is another service that is occasionally shared across municipal boundaries.
- Within the context of an intergovernmental agreement between Dekorra and Poynette, the communities could discuss greater opportunities for cooperation or consolidation of local parks and recreational programming. This should ideally be done in consultation with the Poynette School District. Another issue that could be advanced through the intergovernmental agreement is a joint commitment to work with WisDNR and potentially non-profit groups to create a trail through the Rowan Creek corridor.
- g. ***Agreement Term and Amendments:*** An intergovernmental agreement should specify the length of time that it is applicable. Twenty years is a typical timeframe (e.g., through 2025), as this corresponds with local comprehensive planning time horizons. Occasionally, agreements have provisions for automatic extensions if neither party decides to withdraw. Most agreements also include provisions for periodic review and possible amendments if both parties agree. This keeps the agreement fresh in people's minds and allows adaptability as conditions change.

CHAPTER TEN: IMPLEMENTATION

This final chapter of the *Town of Dekorra Comprehensive Plan* provides a roadmap for specific actions necessary to fully implement the *Plan's* recommendations. This chapter generally does not cover day-to-day decisions. Instead, it identifies certain programs and larger actions that the Town may undertake over the next several years in a stated sequence.

A. Plan Adoption

The *Town of Dekorra Comprehensive Plan* was adopted following procedures specified by Wisconsin's "Smart Growth" legislation. The Town included all necessary elements for this *Plan* to meet all content requirements of the law, including grant program requirements. In addition, the Town met and exceeded all procedural requirements of the law. This included extensive public input throughout the process, a Town Plan Commission recommendation, distribution of the recommended *Plan* to affected local governments, a formal public hearing, and Town Board adoption of the *Plan* by ordinance. After Town adoption, this *Plan* was also forwarded to the County.

B. Implementation Recommendations

Table 13 provides a detailed list and timeline of the major actions that the Town should complete to implement the *Comprehensive Plan*. Often, such actions will require substantial cooperation with others, including County government and local property owners. Other Town government priorities, time constraints, and budget constraints may affect the completion of the recommended actions in the timeframes presented.

The table has three different columns of information, described as follows:

- *Category:* The list of recommended actions is divided into six different categories generally based on the different chapters of this *Plan*.
- *Recommendation:* The second column lists the actual actions recommended to implement key aspects of the *Comprehensive Plan*. The recommendations are for Town actions that might be included, for example, in an annual work program or as part of the annual budgeting process.
- *Implementation Timeframe:* The third column responds to the State comprehensive planning statute, which requires implementation actions to be listed in a "stated sequence." The suggested timeframe for the completion of each recommendation reflects the priority attached to the recommendation. Suggested implementation timeframes are all within the next 10 years (and not the full 20-year planning period), because the *Plan* will have to be updated by 2014.

Table 13: Recommended Implementation Actions

Category	Implementation Timeframe	Recommendation
Agricultural, Natural, and Cultural Resources	2004 and ongoing	Encourage the preservation of historically and architecturally significant structures/districts and archeological resources in the Town.
Land Use	2004 and ongoing	Require the submittal of a conceptual/sketch plan or site plan for a specific development proposal before approving the rezoning of land to the appropriate development-based zoning district.
	2004	Work with the County and property owners around the Interchange Area/Utility District to rezone those lands to allow development in accordance with this <i>Plan</i> .
	2005-2008	Work with the County and other towns to amend the County zoning ordinance to better implement Town objectives, including: <ul style="list-style-type: none"> Revisions to agricultural districts to promote clustering Requirements for site reviews on large parcel homesites Limits on billboard placement Restrictions in the range of uses in the recreation zoning district.
	2005-2006	Consider the following amendments to the Land Division and Subdivision Code: <ul style="list-style-type: none"> Specify that before the Town will approve any rezoning that will result in a subdivision or land division, the Town will require the submittal of a preliminary plat at the time of the rezoning request. Clarify and enhance natural resource identification and protection standards so that the natural features identified and mapped in this plan (Chapters Three and Four, Maps 4, 6 and 8) are protected. Ensure that vegetative buffers between building sites, wetlands, and streams are provided. Clarify the Street Design Standards (section 10.71 (a)11) so that they do not prohibit the creation of shared driveways for 2+ lots. Where public park and open space dedications are made subject to Article H, Sections 10.81 through 10.85, assure that wide areas of access should be provided as well as pedestrian trails through common space areas. Cover proposed divisions of larger lots (e.g., 35+ acres) to assure that the town may review large potential homesites before homes are constructed on them.
	2005-2006	Revise the Erosion Control and Stormwater Management ordinance to apply to all land disturbing activities, not only where there are subdivisions or land divisions are occurring.
	2005-2006	Update the Driveway Design Standards (Chapter 5 Town Road Construction Standards, Section 5.03) in order to: <ul style="list-style-type: none"> Promote shared driveways of 2+ lots for the purposes of both access control and maintaining the rural character, including standards to insure continued maintenance of such driveways over time by the property owner(s) the driveway serves. Ensure that driveways are suitable in length, width, design, and slope for emergency vehicle travel;

		<ul style="list-style-type: none"> ■ Guide the placement of streets and driveways along existing contours, property lines, fencerows, lines of existing vegetation, or other natural features; ■ Minimize the number of driveway openings onto existing public roads or streets, instead promoting shared driveways, loop streets, or cul-de-sac streets where the number of building sites is limited.
	2011-2013	Prepare a complete update of this <i>Comprehensive Plan</i>
Transportation	2004-2006	Explore co-development options for the suggested WisDOT Park & Ride Lot for the Interchange Area/Utility District.
	2005-2010	Work with Poynette, WisDOT, and the County Highway Department to extend Highway CS to Highway 51 along the southern border of the Village.
	2005 - 2006	Consider revising the Town Road Access Control and Driveway Design Standards (Chapter 5 Public Works, Sections 5.02, and 5.03) to meet the objectives of this <i>Plan</i> .
	2004 and ongoing	Continue to update and implement a Town Road Improvement Program.
Utilities and Community Facilities	2004-2008	Work with WisDOT to build a Wastewater Treatment Plant in conjunction with rest area plans. Construct a connection from the plant to provide sewer service to the Interchange Area/Utility District.
	2004-2005 study	Explore the potential for a new Town Hall/Community Center/Town Park. Consider the use of park fees charged to new development to partially fund this project, if supported.
	2005 - 2010	Work with local and state agencies to plan for a continuous trail in the Rowan Creek corridor.
Housing and Economic Development	2004 and ongoing	Follow <i>Plan</i> standards for commercial and industrial development projects.
	2004-2006	Negotiate a formal intergovernmental agreement between Dekorra and Poynette.
	2004	Provide a copy of this <i>Comprehensive Plan</i> to all surrounding local governments, per Smart Growth requirements.
	2004-2005	Encourage County Board adoption of the <i>Plan</i> . Because of shared land use authority, it is very important that the Town and County share the same plan for the same area.
Intergovernmental Cooperation & Administration	2004 and ongoing	Work to resolve conflicts between the <i>Town of Dekorra Comprehensive Plan</i> and plans of surrounding communities.
	2004 - 2007	Participate in the upcoming County Comprehensive Planning process.
	2005 - 2008	Work with surrounding communities on new approaches for growth management, such as Transfer of Development Rights.

C. Plan Monitoring, Amendments, and Update

The Town should regularly evaluate its progress towards achieving the recommendations of the *Comprehensive Plan*, and amend and update the *Plan* as appropriate. This section suggests recommended criteria and procedures for using, monitoring, amending, and updating the *Plan*.

1. Plan Monitoring and Use

The Town Plan Commission should, on an annual basis, review its decisions on private development proposals over the previous year against the recommendations of this *Plan*. This will help keep the *Plan* a “living document.”

The Town should constantly evaluate its decisions on private development proposals, public investments, regulations, incentives, and other actions against the recommendations of this *Comprehensive Plan*.

Before submitting a formal application to the Town and/or County for approval of any development proposal, the Town urges petitioners to discuss the request conceptually and informally with the Town Plan Commission. Conceptual review almost always results in an improved development product and can save the petitioner time and money.

2. Plan Amendments

Amendments to this *Comprehensive Plan* may be appropriate in the years following initial *Plan* adoption and in instances where the *Plan* becomes irrelevant or contradictory to emerging policy or trends. “Amendments” are generally defined as minor changes to the *Plan* maps or text. In general, the *Plan* should be specifically evaluated for potential amendments every three years. Frequent amendments to accommodate specific development proposals should be avoided.

The State comprehensive planning law requires that the Town use the same basic process to amend, add to, or update the *Comprehensive Plan* as it used to initially adopt the *Plan*. This does not mean that new vision forums need to be held, old committees need to be reformed, or recent relationships with adjacent communities need to be reestablished. It does mean that the procedures defined under Section 66.1001(4) and Chapter 91, Wisconsin Statutes, need to be followed. Specifically, the Town should use the following procedure to amend, add to, or update the *Comprehensive Plan*:

- a. Either the Town Board or Plan Commission initiates the proposed *Comprehensive Plan* amendment. This may occur as a result of a regular Plan Commission review of the *Plan*, or may be initiated at the request of a property owner or developer.
- b. The Town Board adopts a resolution outlining the procedures that will be undertaken to ensure public participation during the plan amendment process (see Section 66.1001(4)a of Statutes and model resolution included in this *Comprehensive Plan*).
- c. The Town Plan Commission prepares or directs the preparation of the specific text or map amendment to the *Comprehensive Plan*.
- d. The Town Plan Commission holds one or more public meetings on the proposed *Comprehensive Plan* amendment. Following the public meeting(s), the Plan Commission shall make a recommendation by resolution to the Town Board by majority vote of the entire Commission (see Section 66.1001(4)b of Statutes and model resolution in this *Plan*).
- e. The Town Clerk sends a copy of the recommended *plan* amendment (not the entire *Comprehensive Plan*) to all adjacent and surrounding government jurisdictions and the County as required under Section 66.1001(4)b, Wisconsin Statutes. These governments should have at least 30 days to review and comment on the recommended *plan* amendment.
- f. The Town Clerk directs the publishing of a Class 1 notice, with such notice published at least 30 days before a Town Board public hearing and containing information required under Section 66.1001(4)d, Wisconsin Statutes.

- g. The Town Board holds the formal public hearing on an ordinance that would incorporate the proposed *plan* amendment into the *Comprehensive Plan*.
- h. Following the public hearing, the Town Board approves (or denies) the ordinance adopting the proposed *plan* amendment. Adoption must be by a majority vote of all members. The Town Board may require changes from the Plan Commission recommended version of the proposed *plan* amendment.
- i. The Town Clerk sends a copy of the adopted ordinance and *plan* amendment (not the entire *Comprehensive Plan*) to all adjacent and surrounding government jurisdictions as required under Sections 66.1001(4)b and c, Wisconsin Statutes.
- j. The Town Clerk sends copies of the adopted *plan* amendment to the Columbia County Planning and Development Department for their reference for Town goals and policies.

3. Plan Update

The State comprehensive planning law requires that the *Comprehensive Plan* be updated at least once every ten years. As opposed to an amendment, an update is often a substantial re-write of the *plan* document and maps. Further, on January 1, 2010, most programs or actions that affect land use, like zoning and subdivision decisions, will have to be consistent with locally-adopted comprehensive plans. Based on these two deadlines, the Town should complete a full update its *Comprehensive Plan* before the year 2014 (i.e., ten years after 2004) at the latest and prepare and update recommended ordinances before 2010. The Town should continue to monitor any changes to the language or interpretations of the State law over the next several years.

D. Consistency Among Plan Elements

The State comprehensive planning statute requires that the implementation element “describe how each of the elements of the comprehensive plan shall be integrated and made consistent with the other elements of the comprehensive plan.” Preparing the various elements of the *Town of Dekorra Comprehensive Plan* simultaneously has ensured that there are no known internal inconsistencies between the different elements of this *Plan*.

COMMUNITY SURVEY FOR THE DEKORRA, LOWVILLE, AND POYNETTE COMPREHENSIVE PLANS: VILLAGE OF POYNETTE RESULTS—DRAFT 2/10/03

The Towns of Dekorra and Lowville and the Village of Poynette are cooperating in a multi-jurisdictional planning effort, to update their long-range land use plans ("comprehensive plans").

In November 2002, this community survey was sent to all households in the three communities, to gauge public sentiment on a variety of issues that will be addressed in the comprehensive planning process. A total of 931 surveys were mailed to Village of Poynette residents and landowners. A total of 202 surveys were returned, resulting in a response rate of 21.7%.

The following are the results of the survey. For multiple-choice questions, the results reported generally represent the percentage of people choosing to respond to the question. For open-ended questions, common responses are summarized.

PART 1: DEMOGRAPHIC INFORMATION

1. In which of the following communities do you live and/or own property? It is important that you indicate that your residence and/or land is in the Town of Dekorra or Town of Lowville, even if your mailing address reads "Poynette", "Rio", or "Pardeeville". Please refer to the map on the previous page if you have any question regarding village limits. Please check all that apply—for instance, if you own property in one community but live in another, please check both.

A 4.1%	Live in Town of Dekorra <u>most or all</u> of the year	D 0.0%	Live in Town of Lowville <u>most or all</u> of the year	G 92.3%	Live in Village of Poynette <u>most or all</u> of the year
B 0.0%	Live in Town of Dekorra <u>part</u> of the year (e.g., summers, weekends)	E 0.0%	Live in Town of Lowville <u>part</u> of the year (e.g., summers, weekends)	H 1.5%	Live in Village of Poynette <u>part</u> of the year (e.g., summers, weekends)
C 2.6%	Own property in Town of Dekorra, but do not live in Dekorra	F 0%	Own property in Town of Lowville, but do not live in Lowville	I 5.1%	Own property in Village of Poynette, but do not live in Poynette

If you live in one of the three communities (Dekorra, Lowville, or Poynette) and own property in another, please answer the rest of the survey questions based on where you live.

If you do not live in Dekorra, Lowville or Poynette for at least part of the year, please go ahead to Question 6.

2. How many persons are in your household when in the area (living in your house in Dekorra, Lowville, or Poynette)? Include college students if they have not established permanent residency at another location. **Average: 2.77**

3. In what type of residence in Dekorra, Lowville, or Poynette do you live (check only one)?

- | | | | | | |
|---|--------------|--|---|-------------|---|
| A | <u>91.4%</u> | Single-family house | C | <u>4.3%</u> | Apartment, condo or townhouse with <u>more than 2</u> units in building |
| B | <u>4.3%</u> | Duplex, condo, or townhouse with 2 units in building | D | <u>0%</u> | Mobile home |

4. How long have you lived in your town or village?

- | | | | | | |
|---|--------------|---------------------|---|--------------|---------------------------|
| A | <u>14.3%</u> | Less than two years | D | <u>13.2%</u> | Eleven to twenty years |
| B | <u>19.6%</u> | Two to five years | E | <u>16.4%</u> | Twenty-one to forty years |
| C | <u>23.8%</u> | Six to ten years | F | <u>12.7%</u> | Forty years or more |

5. Where is the primary place of work for each adult in your household? Please mark the number that work in each location in the appropriate space.

- | | | | | | |
|---|--------------|-----------------------------------|---|--------------|--|
| A | <u>0.6%</u> | At home, in farm business | M | <u>2.0%</u> | Waunakee area |
| B | <u>2.9%</u> | At home, in non-farm business | N | <u>8.1%</u> | Downtown Madison |
| C | <u>1.4%</u> | Town of Dekorra, outside home | O | <u>15.0%</u> | East side of Madison or Sun Prairie |
| D | <u>0.3%</u> | Town of Lowville, outside home | P | <u>8.4%</u> | West side of Madison or Middleton |
| E | <u>15.0%</u> | Village of Poynette, outside home | Q | <u>1.7%</u> | Elsewhere in Dane County |
| F | <u>0.6%</u> | Rio/Doylestown area | R | <u>0.6%</u> | Wisconsin Dells/Lake Delton area |
| G | <u>1.2%</u> | Lodi area | S | <u>1.4%</u> | In Sauk County |
| H | <u>2.6%</u> | Arlington area | T | <u>0.0%</u> | In Dodge County |
| I | <u>0.3%</u> | Columbus/Fall River Area | U | <u>2.9%</u> | Elsewhere in Wisconsin, outside Columbia, Dane, Sauk or Dodge Counties |
| J | <u>5.2%</u> | Portage/Pardeeville/Wyocena area | V | <u>14.7%</u> | Retired |
| K | <u>1.2%</u> | Elsewhere in Columbia County | W | <u>2.6%</u> | Otherwise Not Working |
| L | <u>7.5%</u> | Deforest/Windsor area | X | <u>4.0%</u> | Other |

PART 2: OPINIONS ON EXISTING CONDITIONS

6. Thinking of your community (Dekorra, Lowville, or Poynette), what are the three most important reasons you or your family chose that community as a place to live or own property? (Write "1" in the space next to the most important reason, "2" in the space next to the second most important reason, and "3" in the space next to the third most important reason). Please answer based on where you live, if you live in one of the three communities and own property in another.

NUMBER LISTING AS #1 REASON:

A	<u>0.0%</u>	Community services	L	<u>1.1%</u>	Low crime rate
B	<u>4.8%</u>	Quality schools	M	<u>10.1%</u>	Property tax level
C	<u>12.2%</u>	Job opportunity	N	<u>0.5%</u>	Accessibility/highway access
D	<u>20.1%</u>	Near family or friends	O	<u>0.0%</u>	Farming opportunities
E	<u>16.9%</u>	Cost of home	P	<u>7.4%</u>	Close to Madison area
F	<u>1.1%</u>	Appearance of home	Q	<u>0.5%</u>	Development opportunities
G	<u>19.0%</u>	Rural or "small-town" atmosphere	R	<u>0.0%</u>	Hunting opportunities
H	<u>2.1%</u>	Natural beauty of area	S	<u>3.2%</u>	Other
I	<u>0.5%</u>	Close to a body of water			
J	<u>0.5%</u>	Close to nature-based recreational opportunities (e.g., Lake Wisconsin)			
K	<u>0.0%</u>	Close to commercial-based recreational opportunities (e.g., casino, water parks)			

NUMBER LISTING AS #1, 2, OR 3 REASON:

A	<u>2.6%</u>	Community services	L	<u>6.3%</u>	Low crime rate
B	<u>21.2%</u>	Quality schools	M	<u>21.2%</u>	Property tax level
C	<u>20.1%</u>	Job opportunity	N	<u>10.1%</u>	Accessibility/highway access
D	<u>33.9%</u>	Near family or friends	O	<u>0.0%</u>	Farming opportunities
E	<u>36.0%</u>	Cost of home	P	<u>36.0%</u>	Close to Madison area
F	<u>6.3%</u>	Appearance of home	Q	<u>3.7%</u>	Development opportunities
G	<u>51.9%</u>	Rural or "small-town" atmosphere	R	<u>5.8%</u>	Hunting opportunities
H	<u>22.8%</u>	Natural beauty of area	S	<u>6.9%</u>	Other
I	<u>3.2%</u>	Close to a body of water			
J	<u>4.2%</u>	Close to nature-based recreational opportunities (e.g., Lake Wisconsin)			
K	<u>0.0%</u>	Close to commercial-based recreational opportunities (e.g., casino, water parks)			

7. How satisfied are you with your community (Dekorra, Lowville, or Poynette)? Please answer based on where you live, if you live in one of the three communities and own property in another.

A 26.8% Very Satisfied

C 19.5% Somewhat Dissatisfied

B 48.9% Somewhat Satisfied

D 4.7% Very Dissatisfied

8. Please tell us why you answered the way you did in Question 7 above:

COMMON RESPONSES:

High taxes

Need for more business development, especially in downtown area

Lack of feeling of community

Good school system

Good location—close to Madison

Plenty of services nearby

Need for more opportunities and activities for children/young adults

Need for new high school, improved school facilities

9. In general, how would you rate the following facilities and services available to residents of your community (Dekorra, Lowville, or Poynette)? Please answer based on where you live, if you live in one of the three communities and own property in another.

Service/Facility	Rating				
	Very Satisfied	Somewhat Satisfied	Somewhat Dissatisfied	Very Dissatisfied	No Opinion
A Ambulance service	<u>69.5%</u>	<u>10.5%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>20.0%</u>
B Community events	<u>15.0%</u>	<u>39.0%</u>	<u>24.6%</u>	<u>7.0%</u>	<u>14.4%</u>
C Fire protection	<u>73.1%</u>	<u>10.9%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>16.1%</u>
D Health services	<u>22.3%</u>	<u>29.3%</u>	<u>18.5%</u>	<u>3.8%</u>	<u>26.1%</u>
E Library facilities	<u>58.3%</u>	<u>31.3%</u>	<u>2.1%</u>	<u>1.0%</u>	<u>7.3%</u>
F Park & recreation facilities	<u>42.1%</u>	<u>38.4%</u>	<u>9.5%</u>	<u>2.1%</u>	<u>7.9%</u>
G Police/Sheriff protection	<u>47.4%</u>	<u>30.7%</u>	<u>10.9%</u>	<u>3.6%</u>	<u>7.3%</u>
H Public schools	<u>34.9%</u>	<u>31.8%</u>	<u>12.8%</u>	<u>3.1%</u>	<u>17.4%</u>
I Snow removal	<u>47.4%</u>	<u>34.5%</u>	<u>6.2%</u>	<u>6.2%</u>	<u>5.7%</u>
J Street/Highway maintenance	<u>40.1%</u>	<u>43.2%</u>	<u>9.9%</u>	<u>4.2%</u>	<u>2.6%</u>

PART 3: GROWTH AND DEVELOPMENT ISSUES

10. How would you rate current efforts by the government of your community (Dekorra, Lowville, or Poynette) to guide where new development occurs? Please answer based on where you live, if you live in one of the three communities and own property in another.

- A 20.8% About the right amount of planning, policies, and ordinances directing development
- B 29.0% Too much planning and too many policies and ordinances directing development
- C 24.0% Not enough planning, policies, and ordinances directing development
- D 26.2% Not sure

11. How do you feel about the rate of growth in the Dekorra-Lowville-Poynette area as a whole?

- A 24.6% Too slow
- B 24.6% Too fast
- C 50.8% About right

12. The following are several statements that suggest choices about future directions for the Dekorra-Lowville-Poynette area. Please let us know if you agree, disagree, or have no opinion on each statement by placing a check in the appropriate box next to the statement.

	Agree	Disagree	No Opinion
A Most development should be focused near already developed areas	<u>73.3%</u>	<u>13.9%</u>	<u>12.8%</u>
B Economic development along Interstate 90/94 should be promoted	<u>66.3%</u>	<u>16.0%</u>	<u>17.7%</u>
C The Town of Dekorra should remain mostly rural and agricultural	<u>56.2%</u>	<u>18.2%</u>	<u>25.7%</u>
D The Town of Lowville should remain mostly rural and agricultural	<u>61.4%</u>	<u>8.2%</u>	<u>30.4%</u>
E Tourism should be a key component of future economic development in the area	<u>36.4%</u>	<u>38.0%</u>	<u>25.7%</u>
F Industrial development should be a key component of future economic development in the area	<u>71.5%</u>	<u>20.4%</u>	<u>8.1%</u>
G Retail and shopping should be a key component of future economic development in the area	<u>58.7%</u>	<u>23.4%</u>	<u>17.9%</u>
H Farming should be an important part of the economy of the Town of Dekorra	<u>69.3%</u>	<u>10.6%</u>	<u>20.1%</u>

I	Farming should be an important part of the economy of the Town of Lowville	<u>72.2%</u>	<u>4.3%</u>	<u>23.5%</u>
		Agree	Disagree	No Opinion
J	It is inconvenient to commute to Madison, Portage or other areas for most of my shopping	<u>31.7%</u>	<u>62.3%</u>	<u>6.0%</u>
K	Regulations should be relaxed so that developers and land owners can more easily influence growth	<u>32.1%</u>	<u>57.8%</u>	<u>10.2%</u>
L	The communities should have regulations to preserve their character and scenic beauty	<u>78.8%</u>	<u>10.3%</u>	<u>10.9%</u>
M	The area needs more good paying jobs	<u>84.0%</u>	<u>3.9%</u>	<u>12.2%</u>
N	The communities should work hard to support local business	<u>91.9%</u>	<u>1.6%</u>	<u>6.5%</u>
O	The Village of Poynette should actively support the revitalization of its downtown	<u>74.2%</u>	<u>12.9%</u>	<u>12.9%</u>
P	Housing affordability is a growing problem in the area	<u>38.8%</u>	<u>38.3%</u>	<u>23.0%</u>
Q	Coordinating the comprehensive plans of the three communities should be a high priority	<u>63.8%</u>	<u>20.2%</u>	<u>16.0%</u>
R	Dekorra, Lowville, and Poynette should enter into boundary and land use agreements to ensure coordination of plans	<u>61.1%</u>	<u>19.5%</u>	<u>19.5%</u>
S	CTH CS should be routed away from Main Street in Poynette, to a route near Poynette's south border, from South Street east to U.S. Hwy. 51	<u>28.3%</u>	<u>45.0%</u>	<u>26.7%</u>

13. Please indicate what types of new development each of the following communities should encourage by putting an "X" in the appropriate box. (If you do not want to see any development in a certain community, do not check any boxes.)

	Residential	Commercial (Retail/Sales)	Industrial (Manufacturing/ Warehousing)	Farming	Recreation (e.g. camping, hiking)
Town of Dekorra	<u>30.7%</u>	<u>20.0%</u>	<u>22.9%</u>	<u>67.1%</u>	<u>66.4%</u>
Town of Lowville	<u>28.0%</u>	<u>6.1%</u>	<u>17.4%</u>	<u>79.5%</u>	<u>47.0%</u>
Village of Poynette	<u>63.4%</u>	<u>71.4%</u>	<u>68.0%</u>	<u>9.1%</u>	<u>29.7%</u>

14. What types of new housing are appropriate for the Dekorra-Lowville-Poynette area? Please check all that apply.

- A 65.6% Single-family, starter homes
- B 85.8% Single-family, mid-size homes
- C 47.5% Single-family, large homes
- D 35.0% Single-family, attached homes (townhouses or condominiums)
- E 36.1% Duplexes
- F 37.2% Apartments, 3-4 units per building
- G 13.7% Apartments, more than 4 units per building
- H 6.0% Mobile homes
- I 12.0% "Granny Flats" (conversion of or addition to existing house to make it into two residences)
- J 32.8% Senior housing
- K 8.2% Seasonal housing
- L 8.2% Don't want to see new housing

15. Where should new housing be located in the Dekorra-Lowville-Poynette area? Please check all that apply.

- A 83.4% In and near the Village of Poynette
- B 46.3% In and near the Village of Rio
- C 26.3% Along or near Highway 51
- D 14.3% Along or near Highway 22
- E 18.9% Along or near Interstate 90/94
- F 42.3% In rural crossroads areas where there is already some development
- G 22.9% Near the Wisconsin River/Lake Wisconsin
- H 24.6% Wherever landowners and developers want new housing to be located

16. Which types of new businesses would you like to see in the Dekorra-Lowville-Poynette area?

You may check more than one answer.

- A 26.3% Larger-scale shopping and services (e.g. malls, supermarkets)
- B 71.5% Smaller commercial shops and services serving mostly local residents (e.g., bakeries, repair shops, beauty salons)
- C 58.1% Restaurants
- D 38.7% Mixed-use developments, including a mixture of offices, retail, and residential
- E 52.7% Industrial parks
- F 30.1% Recreational and tourism-related commercial development
- G 28.5% Businesses related to farming
- H 21.0% Home-based businesses
- I 1.1% Don't want to see new businesses

17. Where should new businesses be located in the Dekorra-Lowville-Poynette area? Please check all that apply.

- A 83.2% In and near the Village of Poynette
- B 36.8% In and near the Village of Rio
- C 57.8% Along or near Highway 51
- D 22.2% Along or near Highway 22
- E 61.6% Along or near Interstate 90/94
- F 10.8% In rural crossroads areas where there is already some development
- G 11.4% Near the Wisconsin River/Lake Wisconsin
- H 15.1% Wherever landowners and developers want new businesses to be located

18. What do you feel are appropriate controls to place on new cell towers? Please check all that apply.

- A 64.2% Locational restrictions (e.g. keep out of certain areas of the community)
- B 26.1% Height limitations
- C 27.9% Control of the type of tower (e.g. monopole vs. lattice tower)
- D 44.2% Appearance control (e.g. making towers look like trees or hiding towers in other structures)
- E 41.2% Set-backs from public roads
- F 55.2% Requirements for co-location of equipment (placing new antennas on existing towers)

19. Do you believe that the Town of Dekorra should study the potential for a new Town Hall/Community Center?

A 15.6% Yes B 18.4% No C 65.9% Need more information to answer

20. Do you support the public purchase of open space lands in your community, such as wetlands, floodplains, and woodlands, for preservation and recreation purposes?

A 54.1% Yes B 22.2% No C 23.8% Need more information to answer

21. Do you support additional public purchase and maintenance of parks in your community (Dekorrra, Lowville, or Poynette)?

A 50.5% Yes B 25.5% No C 23.9% Need more information to answer

22. Do you support the public purchase of development rights on area farmland from willing farmers in the area to ensure continued agricultural use? By selling development rights, the farmer would continue to farm the land and could sell the land to others for farming, but could not develop the land for non-farm use.

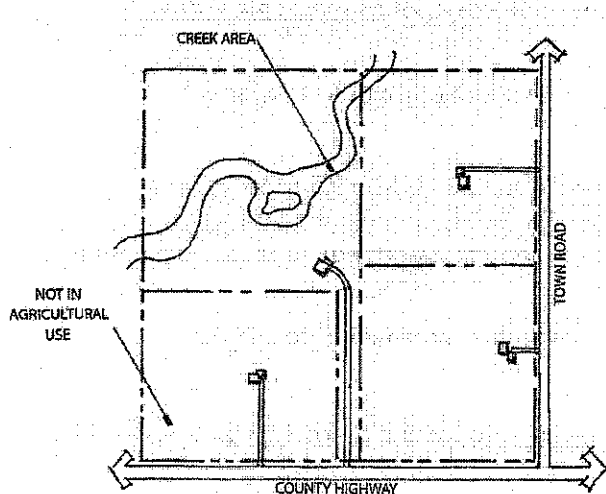
A 41.7% Yes B 28.9% No C 29.4% Need more information to answer

23. Please indicate, in your opinion, how important the preservation of the following features is for the Dekorrra-Lowville-Poynette area.

	Important	Not Very Important	No Opinion
A Farmland	<u>85.7%</u>	<u>8.8%</u>	<u>5.5%</u>
B Woodlands	<u>86.9%</u>	<u>6.6%</u>	<u>6.6%</u>
C Wetlands	<u>79.8%</u>	<u>12.6%</u>	<u>7.7%</u>
D Floodplains	<u>66.3%</u>	<u>18.5%</u>	<u>15.2%</u>
E Hillsides	<u>60.1%</u>	<u>24.2%</u>	<u>15.7%</u>
F Rivers and streams	<u>96.2%</u>	<u>1.6%</u>	<u>2.2%</u>
G Wildlife habitat	<u>87.8%</u>	<u>6.7%</u>	<u>5.6%</u>
H Hunting areas	<u>64.0%</u>	<u>24.7%</u>	<u>11.2%</u>
I Scenic views	<u>77.5%</u>	<u>11.2%</u>	<u>11.2%</u>
J Historic sites	<u>79.2%</u>	<u>7.9%</u>	<u>12.9%</u>
K Downtown Poynette	<u>74.4%</u>	<u>14.4%</u>	<u>11.1%</u>
L The Rowan Creek, Rocky Run, and Hinkson Watersheds	<u>87.4%</u>	<u>7.1%</u>	<u>5.5%</u>

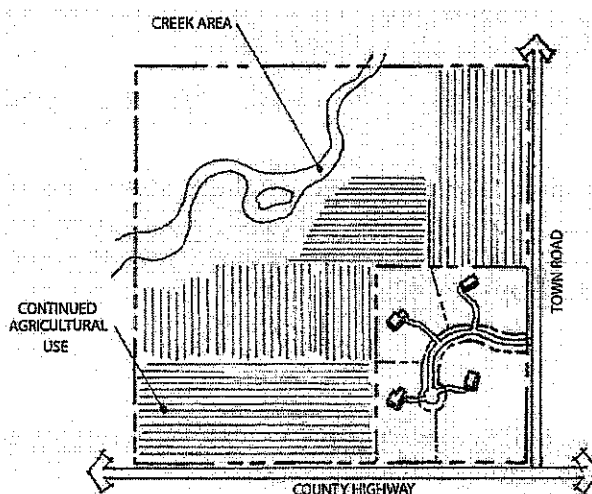
24. Based on the following illustrations, which of the following statements best describes your opinion on the technique called “cluster development” as an option in rural areas?

- A 26.0% I support cluster development, but only if the maximum number of houses stays the same (like in the illustration)
- B 29.8% I support cluster development, and would allow some more homes in the development as a “bonus” where it is implemented
- C 14.4% I do not support cluster development
- D 29.8% Need more information to decide



Conventional Development Option:

- 1 house per 35 acres, 4 houses
- Each house is on a 35 acre lot
- Houses in creek area and farmland



Cluster Development Option:

- 1 House per 35 Acres, 4 houses
- Houses clustered on smaller lots
- No houses in creek area or farmland

25. What do you feel are the biggest issues facing the Dekorra-Lowville-Poynette area (or your specific community) over the next several years?

COMMON RESPONSES:

Addressing high taxes

Protecting open space, natural areas, and farmland

Retaining existing retail and industrial businesses

Attracting additional retail and industrial businesses

Revitalizing downtown

Handling future community development

Retaining small-town character while allowing growth

Keeping people (and kids, when then grow up) from moving out of community

COMMUNITY SURVEY FOR THE DEKORRA, LOWVILLE, AND POYNETTE COMPREHENSIVE PLANS: TOWN OF DEKORRA RESULTS—DRAFT 2/10/03

The Towns of Dekorra and Lowville and the Village of Poynette are cooperating in a multi-jurisdictional planning effort, to update their long-range land use plans ("comprehensive plans").

In November 2002, this community survey was sent to all households in the three communities, to gauge public sentiment on a variety of issues that will be addressed in the comprehensive planning process. A total of 1,421 surveys were mailed to Town of Dekorra residents and landowners. A total of 461 surveys were returned, resulting in a response rate of 32.4%, which is good for a survey of this length (12 pages, 25 questions).

The following are the results of the survey. For multiple-choice questions, the results reported generally represent the percentage of people choosing to respond to the question. For open-ended questions, common responses are summarized.

PART 1: DEMOGRAPHIC INFORMATION

1. In which of the following communities do you live and/or own property? It is important that you indicate that your residence and/or land is in the Town of Dekorra or Town of Lowville, even if your mailing address reads "Poynette", "Rio", or "Pardeeville". Please refer to the map on the previous page if you have any question regarding village limits. Please check all that apply—for instance, if you own property in one community but live in another, please check both.

A	<u>71.6%</u>	Live in Town of Dekorra <u>most or all</u> of the year	D	<u>0.4%</u>	Live in Town of Lowville <u>most or all</u> of the year	G	<u>0.7%</u>	Live in Village of Poynette <u>most or all</u> of the year
B	<u>15.2%</u>	Live in Town of Dekorra <u>part</u> of the year (e.g., summers, weekends)	E	<u>0.0%</u>	Live in Town of Lowville <u>part</u> of the year (e.g., summers, weekends)	H	<u>0.7%</u>	Live in Village of Poynette <u>part</u> of the year (e.g., summers, weekends)
C	<u>12.6%</u>	Own property in Town of Dekorra, but do not live in Dekorra	F	<u>0.0%</u>	Own property in Town of Lowville, but do not live in Lowville	I	<u>0.2%</u>	Own property in Village of Poynette, but do not live in Poynette

If you live in one of the three communities (Dekorra, Lowville, or Poynette) and own property in another, please answer the rest of the survey questions based on where you live.

If you do not live in Dekorra, Lowville or Poynette for at least part of the year, please go ahead to Question 6.

2. How many persons are in your household when in the area (living in your house in Dekorra, Lowville, or Poynette)? Include college students if they have not established permanent residency at another location. **AVERAGE: 2.55**

3. In what type of residence in Dekorra, Lowville, or Poynette do you live (check only one)?

- | | | | | | |
|---|--------------|--|---|-------------|---|
| A | <u>98.2%</u> | Single-family house | C | <u>0.0%</u> | Apartment, condo or townhouse with <u>more than 2</u> units in building |
| B | <u>0.0%</u> | Duplex, condo, or townhouse with 2 units in building | D | <u>1.8%</u> | Mobile home |

4. How long have you lived in your town or village?

- | | | | | | |
|---|--------------|---------------------|---|--------------|---------------------------|
| A | <u>9.2%</u> | Less than two years | D | <u>21.2%</u> | Eleven to twenty years |
| B | <u>11.5%</u> | Two to five years | E | <u>26.5%</u> | Twenty-one to forty years |
| C | <u>19.8%</u> | Six to ten years | F | <u>12.0%</u> | Forty years or more |

5. Where is the primary place of work for each adult in your household? Please mark the number that work in each location in the appropriate space.

- | | | | | | |
|---|-------------|-----------------------------------|---|--------------|--|
| A | <u>2.1%</u> | At home, in farm business | N | <u>6.1%</u> | Downtown Madison |
| B | <u>5.6%</u> | At home, in non-farm business | O | <u>10.4%</u> | East side of Madison or Sun Prairie |
| C | <u>4.0%</u> | Town of Dekorra, outside home | P | <u>8.4%</u> | West side of Madison or Middleton |
| D | <u>0.1%</u> | Town of Lowville, outside home | Q | <u>2.5%</u> | Elsewhere in Dane County |
| E | <u>5.3%</u> | Village of Poynette, outside home | R | <u>0.8%</u> | Wisconsin Dells/Lake Delton area |
| F | <u>0.0%</u> | Rio/Doylestown area | S | <u>1.3%</u> | In Sauk County |
| G | <u>1.7%</u> | Lodi area | T | <u>0.0%</u> | In Dodge County |
| H | <u>0.7%</u> | Arlington area | U | <u>2.9%</u> | Elsewhere in Wisconsin, outside Columbia, Dane, Sauk or Dodge Counties |
| I | <u>0.3%</u> | Columbus/Fall River Area | V | <u>27.2%</u> | Retired |
| J | <u>4.1%</u> | Portage/Pardeeville/Wyocena area | W | <u>2.4%</u> | Otherwise Not Working |
| K | <u>0.5%</u> | Elsewhere in Columbia County | X | <u>9.2%</u> | Other |
| L | <u>2.3%</u> | Deforest/Windsor area | | | |
| M | <u>1.9%</u> | Waunakee area | | | |

PART 2: OPINIONS ON EXISTING CONDITIONS

6. Thinking of your community (Dekorra, Lowville, or Poynette), what are the three most important reasons you or your family chose that community as a place to live or own property? (Write "1" in the space next to the most important reason, "2" in the space next to the second most important reason, and "3" in the space next to the third most important reason). Please answer based on where you live, if you live in one of the three communities and own property in another.

Percent of Respondents Listing as #1 Reason:

A	<u>0.2%</u>	Community services	K	<u>0.0%</u>	Close to commercial-based recreational opportunities (e.g., casino, water parks)
B	<u>1.8%</u>	Quality schools	L	<u>0.9%</u>	Low crime rate
C	<u>2.5%</u>	Job opportunity	M	<u>1.4%</u>	Property tax level
D	<u>9.9%</u>	Near family or friends	N	<u>0.5%</u>	Accessibility/highway access
E	<u>4.5%</u>	Cost of home	O	<u>1.6%</u>	Farming opportunities
F	<u>1.8%</u>	Appearance of home	P	<u>2.5%</u>	Close to Madison area
G	<u>20.1%</u>	Rural or "small-town" atmosphere	Q	<u>1.6%</u>	Development opportunities
H	<u>16.3%</u>	Natural beauty of area	R	<u>1.1%</u>	Hunting opportunities
I	<u>21.7%</u>	Close to a body of water	S	<u>2.5%</u>	Other
J	<u>9.3%</u>	Close to nature-based recreational opportunities (e.g., Lake Wisconsin)			

Percent of Respondents Listing as #1, #2, or #3 Reason:

A	<u>1.1%</u>	Community services	K	<u>0.7%</u>	Close to commercial-based recreational opportunities (e.g., casino, water parks)
B	<u>6.5%</u>	Quality schools	L	<u>6.8%</u>	Low crime rate
C	<u>5.0%</u>	Job opportunity	M	<u>9.3%</u>	Property tax level
D	<u>19.4%</u>	Near family or friends	N	<u>12.4%</u>	Accessibility/highway access
E	<u>15.1%</u>	Cost of home	O	<u>4.1%</u>	Farming opportunities
F	<u>5.9%</u>	Appearance of home	P	<u>30.5%</u>	Close to Madison area
G	<u>46.3%</u>	Rural or "small-town" atmosphere	Q	<u>2.9%</u>	Development opportunities
H	<u>48.5%</u>	Natural beauty of area	R	<u>8.6%</u>	Hunting opportunities
I	<u>38.8%</u>	Close to a body of water	S	<u>7.0%</u>	Other
J	<u>25.7%</u>	Close to nature-based recreational opportunities (e.g., Lake Wisconsin)			

7. How satisfied are you with your community (Dekorra, Lowville, or Poynette)? Please answer based on where you live, if you live in one of the three communities and own property in another.

A 32.7% Very Satisfied

C 12.5% Somewhat Dissatisfied

B 48.9% Somewhat Satisfied

D 5.9% Very Dissatisfied

8. Please tell us why you answered the way you did in Question 7 above:

NOTE: Responses to this question have not yet been summarized.

9. In general, how would you rate the following facilities and services available to residents of your community (Dekorra, Lowville, or Poynette)? Please answer based on where you live, if you live in one of the three communities and own property in another.

Service/Facility	Rating				
	Very Satisfied	Somewhat Satisfied	Somewhat Dissatisfied	Very Dissatisfied	No Opinion
A Ambulance service	<u>44.8%</u>	<u>21.1%</u>	<u>2.6%</u>	<u>0.7%</u>	<u>30.8%</u>
B Community events	<u>17.0%</u>	<u>32.0%</u>	<u>13.8%</u>	<u>6.7%</u>	<u>30.5%</u>
C Fire protection	<u>47.9%</u>	<u>24.5%</u>	<u>4.3%</u>	<u>1.0%</u>	<u>22.4%</u>
D Health services	<u>17.6%</u>	<u>29.0%</u>	<u>11.7%</u>	<u>4.5%</u>	<u>37.2%</u>
E Library facilities	<u>37.5%</u>	<u>25.7%</u>	<u>5.6%</u>	<u>1.2%</u>	<u>30.0%</u>
F Park & recreation facilities	<u>36.1%</u>	<u>41.7%</u>	<u>7.5%</u>	<u>2.4%</u>	<u>12.3%</u>
G Police/Sheriff protection	<u>36.0%</u>	<u>38.1%</u>	<u>9.0%</u>	<u>3.1%</u>	<u>13.8%</u>
H Public schools	<u>26.4%</u>	<u>29.8%</u>	<u>7.4%</u>	<u>7.1%</u>	<u>29.3%</u>
I Snow removal	<u>34.1%</u>	<u>39.4%</u>	<u>9.8%</u>	<u>4.8%</u>	<u>11.9%</u>
J Street/Highway maintenance	<u>29.8%</u>	<u>42.1%</u>	<u>13.7%</u>	<u>8.0%</u>	<u>6.4%</u>

PART 3: GROWTH AND DEVELOPMENT ISSUES

10. How would you rate current efforts by the government of your community (Dekorra, Lowville, or Poynette) to guide where new development occurs? Please answer based on where you live, if you live in one of the three communities and own property in another.

- A 20.3% About the right amount of planning, policies, and ordinances directing development
- B 24.3% Too much planning and too many policies and ordinances directing development
- C 21.3% Not enough planning, policies, and ordinances directing development
- D 34.1% Not sure

11. How do you feel about the rate of growth in the Dekorra-Lowville-Poynette area as a whole?

- A 9.7% Too slow
- B 37.3% Too fast
- C 53.0% About right

12. The following are several statements that suggest choices about future directions for the Dekorra-Lowville-Poynette area. Please let us know if you agree, disagree, or have no opinion on each statement by placing a check in the appropriate box next to the statement.

	Agree	Disagree	No Opinion
A Most development should be focused near already developed areas	<u>76.7%</u>	<u>11.3%</u>	<u>12.0%</u>
B Economic development along Interstate 90/94 should be promoted	<u>60.3%</u>	<u>27.0%</u>	<u>12.8%</u>
C The Town of Dekorra should remain mostly rural and agricultural	<u>81.1%</u>	<u>14.0%</u>	<u>4.9%</u>
D The Town of Lowville should remain mostly rural and agricultural	<u>50.3%</u>	<u>6.1%</u>	<u>43.6%</u>
E Tourism should be a key component of future economic development in the area	<u>38.3%</u>	<u>46.4%</u>	<u>15.3%</u>
F Industrial development should be a key component of future economic development in the area	<u>39.4%</u>	<u>48.3%</u>	<u>12.3%</u>
G Retail and shopping should be a key component of future economic development in the area	<u>42.2%</u>	<u>43.8%</u>	<u>14.0%</u>
H Farming should be an important part of the economy of the Town of Dekorra	<u>81.4%</u>	<u>10.1%</u>	<u>8.5%</u>
I Farming should be an important part of the economy of the Town of Lowville	<u>54.0%</u>	<u>4.8%</u>	<u>41.2%</u>

NOTE: THIS DOCUMENT SUMMARIZES RESULTS FOR THE TOWN OF DEKORRA ONLY.

	Agree	Disagree	No Opinion
J It is inconvenient to commute to Madison, Portage or other areas for most of my shopping	<u>29.6%</u>	<u>66.0%</u>	<u>4.4%</u>
K Regulations should be relaxed so that developers and land owners can more easily influence growth	<u>22.3%</u>	<u>70.2%</u>	<u>7.4%</u>
L The communities should have regulations to preserve their character and scenic beauty	<u>85.3%</u>	<u>9.0%</u>	<u>6.7%</u>
M The area needs more good paying jobs	<u>55.6%</u>	<u>18.3%</u>	<u>26.1%</u>
N The communities should work hard to support local business	<u>89.1%</u>	<u>2.6%</u>	<u>8.3%</u>
O The Village of Poynette should actively support the revitalization of its downtown	<u>73.6%</u>	<u>7.6%</u>	<u>18.8%</u>
P Housing affordability is a growing problem in the area	<u>40.1%</u>	<u>27.2%</u>	<u>32.7%</u>
Q Coordinating the comprehensive plans of the three communities should be a high priority	<u>60.7%</u>	<u>16.5%</u>	<u>22.8%</u>
R Dekorra, Lowville, and Poynette should enter into boundary and land use agreements to ensure coordination of plans	<u>57.7%</u>	<u>18.9%</u>	<u>23.4%</u>
S CTH CS should be routed away from Main Street in Poynette, to a route near Poynette's south border, from South Street east to U.S. Hwy. 51	<u>23.5%</u>	<u>37.6%</u>	<u>38.8%</u>

13. Please indicate what types of new development each of the following communities should encourage by putting an "X" in the appropriate box. (If you do not want to see any development in a certain community, do not check any boxes.)

	Residential	Commercial (Retail/Sales)	Industrial (Manufacturing/ Warehousing)	Farming	Recreation (e.g. camping, hiking)
Town of Dekorra	<u>33.6%</u>	<u>27.9%</u>	<u>26.7%</u>	<u>59.2%</u>	<u>59.5%</u>
Town of Lowville	<u>26.4%</u>	<u>11.9%</u>	<u>18.7%</u>	<u>79.8%</u>	<u>39.4%</u>
Village of Poynette	<u>50.2%</u>	<u>73.7%</u>	<u>56.2%</u>	<u>9.3%</u>	<u>21.0%</u>

14. What types of new housing are appropriate for the Dekorra-Lowville-Poynette area? Please check all that apply.

- A 40.5% Single-family, starter homes
- B 72.7% Single-family, mid-size homes
- C 34.1% Single-family, large homes
- D 18.4% Single-family, attached homes (townhouses or condominiums)
- E 19.8% Duplexes
- F 17.6% Apartments, 3-4 units per building
- G 6.1% Apartments, more than 4 units per building
- H 3.8% Mobile homes
- I 12.0% "Granny Flats" (conversion of or addition to existing house to make it into two residences)
- J 36.9% Senior housing
- K 12.9% Seasonal housing
- L 23.3% Don't want to see new housing

15. Where should new housing be located in the Dekorra-Lowville-Poynette area? Please check all that apply.

- A 82.2% In and near the Village of Poynette
- B 45.2% In and near the Village of Rio
- C 26.4% Along or near Highway 51
- D 15.7% Along or near Highway 22
- E 19.3% Along or near Interstate 90/94
- F 34.5% In rural crossroads areas where there is already some development
- G 21.6% Near the Wisconsin River/Lake Wisconsin
- H 15.2% Wherever landowners and developers want new housing to be located

16. Which types of new businesses would you like to see in the Dekorra-Lowville-Poynette area? You may check more than one answer.

- A 20.7% Larger-scale shopping and services (e.g. malls, supermarkets)
- B 63.6% Smaller commercial shops and services serving mostly local residents (e.g., bakeries, repair shops, beauty salons)
- C 50.0% Restaurants
- D 25.7% Mixed-use developments, including a mixture of offices, retail, and residential
- E 28.1% Industrial parks
- F 21.0% Recreational and tourism-related commercial development
- G 27.9% Businesses related to farming
- H 22.6% Home-based businesses
- I 14.5% Don't want to see new businesses

17. Where should new businesses be located in the Dekorra-Lowville-Poynette area? Please check all that apply.

- A 83.2% In and near the Village of Poynette
- B 41.7% In and near the Village of Rio
- C 45.4% Along or near Highway 51
- D 20.2% Along or near Highway 22
- E 51.5% Along or near Interstate 90/94
- F 12.0% In rural crossroads areas where there is already some development
- G 10.2% Near the Wisconsin River/Lake Wisconsin
- H 10.2% Wherever landowners and developers want new businesses to be located

18. What do you feel are appropriate controls to place on new cell towers? Please check all that apply.

- A 57.6% Locational restrictions (e.g. keep out of certain areas of the community)
- B 28.9% Height limitations
- C 29.4% Control of the type of tower (e.g. monopole vs. lattice tower)
- D 48.2% Appearance control (e.g. making towers look like trees or hiding towers in other structures)
- E 36.7% Set-backs from public roads
- F 57.8% Requirements for co-location of equipment (placing new antennas on existing towers)

19. Do you believe that the Town of Dekorra should study the potential for a new Town Hall/Community Center?

A 17.1% Yes B 44.2% No C 38.8% Need more information to answer

20. Do you support the public purchase of open space lands in your community, such as wetlands, floodplains, and woodlands, for preservation and recreation purposes?

A 51.7% Yes B 24.0% No C 24.2% Need more information to answer

21. Do you support additional public purchase and maintenance of parks in your community (Dekorrra, Lowville, or Poynette)?

A 46.0% Yes B 29.4% No C 24.5% Need more information to answer

22. Do you support the public purchase of development rights on area farmland from willing farmers in the area to ensure continued agricultural use? By selling development rights, the farmer would continue to farm the land and could sell the land to others for farming, but could not develop the land for non-farm use.

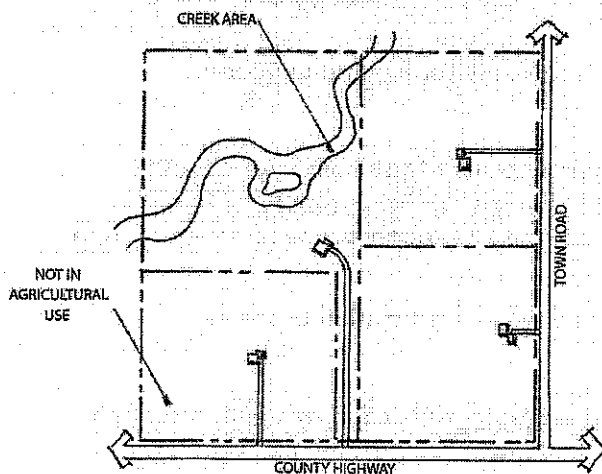
A 52.7% Yes B 21.0% No C 26.2% Need more information to answer

23. Please indicate, in your opinion, how important the preservation of the following features is for the Dekorrra-Lowville-Poynette area.

	Important	Not Very Important	No Opinion
A Farmland	<u>87.1%</u>	<u>7.9%</u>	<u>5.0%</u>
B Woodlands	<u>93.3%</u>	<u>4.8%</u>	<u>1.9%</u>
C Wetlands	<u>88.7%</u>	<u>6.3%</u>	<u>5.0%</u>
D Floodplains	<u>77.7%</u>	<u>12.1%</u>	<u>10.1%</u>
E Hillsides	<u>78.8%</u>	<u>13.1%</u>	<u>8.1%</u>
F Rivers and streams	<u>97.4%</u>	<u>1.7%</u>	<u>1.0%</u>
G Wildlife habitat	<u>92.8%</u>	<u>4.6%</u>	<u>2.7%</u>
H Hunting areas	<u>70.8%</u>	<u>23.5%</u>	<u>5.6%</u>
I Scenic views	<u>87.7%</u>	<u>7.2%</u>	<u>5.1%</u>
J Historic sites	<u>79.3%</u>	<u>11.9%</u>	<u>8.8%</u>
K Downtown Poynette	<u>61.6%</u>	<u>22.8%</u>	<u>15.6%</u>
L The Rowan Creek, Rocky Run, and Hinkson Watersheds	<u>82.0%</u>	<u>5.3%</u>	<u>12.6%</u>

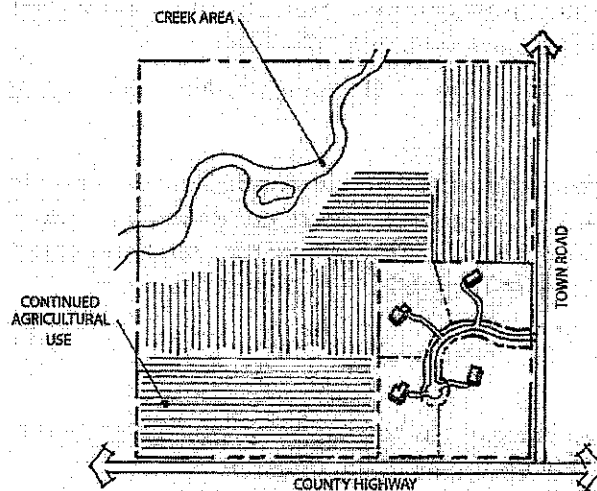
24. Based on the following illustrations, which of the following statements best describes your opinion on the technique called “cluster development” as an option in rural areas?

- A 23.9% I support cluster development, but only if the maximum number of houses stays the same (like in the illustration)
- B 21.7% I support cluster development, and would allow some more homes in the development as a “bonus” where it is implemented
- C 23.4% I do not support cluster development
- D 30.9% Need more information to decide



Conventional Development Option:

- 1 house per 35 acres, 4 houses
- Each house is on a 35 acre lot
- Houses in creek area and farmland



Cluster Development Option:

- 1 House per 35 Acres, 4 houses
- Houses clustered on smaller lots
- No houses in creek area or farmland

25. What do you feel are the biggest issues facing the Dekorra-Lowville-Poynette area (or your specific community) over the next several years?

Note: Responses to this question have not yet been summarized.

Addendum

Environmental Screening of Facilities Development Actions

**Rest Area 11
and
Rest Area 12
I-90/94**

**Lake Delton – Madison Road
Columbia County, Wisconsin**

Project ID: 1013-01-01 & 1013-01-02

**MEAD
& HUNT**

Project Purpose and Need:

The purpose of the proposed action is to rebuild the existing Rest Area 11 facility to satisfy current needs and the needs projected by 20 years into the future, for increased parking lot capacity; improved ramp geometrics; improved safety for pedestrians and motorists; improved picnic area and restroom building; and suitable disposal for sanitary wastewater.

Rest Area 11 and its companion, Rest Area 12 located adjacent to westbound I-90/94/39, are the most heavily used rest areas in the state. On peak weekend travel times and holidays for Rest Area 11, the car parking area, which now has 56 spaces, fills to capacity with additional cars parking on the shoulder of the driveway. Truck drivers use the facility to take both short breaks and extended rests, which are mandatory for long-haul drivers according to Interstate Commerce Commission rules. The truck parking lot, which now has 25 spaces, fills to capacity daily by late afternoon. At night, trucks can be observed parked along the ramps, shoulders, and in the car parking area. Rest Area 12 experiences these same parking problems.

A 1996 *Facility Sizing Report* from WDOT based on projected demand in design year 2023 indicates that a new site design for Rest Area 11 should accommodate 178 passenger cars, 68 trucks, and a 5.9-acre picnic area. These parking spaces are needed to accommodate the projected 914 vehicles per hour that will use the site. This demand is based on an AASHTO equation to determine the number of spaces required. Variables considered to project parking demand at Rest Area 11 include average daily traffic (ADT) of 41,770 for the design year, 60-mile spacing of rest areas, and 11.6% of vehicles stopping with a 77.7% to 22.3% distribution between cars and trucks. Rest Area 12 has very similar parking requirements based on the same AASHTO parking capacity equations.

The proposed parking lot expansion meets a nationwide need identified in the National Cooperative Highway Research Program (NCHRP) *Synthesis 317: Dealing with Truck Parking Demands*, published by the Transportation Research Board in 2003. The synthesis provides results of surveys of highway maintenance engineers in 24 states, including Wisconsin. The results were analyzed by a panel of experts who identified shortages of roadside commercial vehicle parking in a number of states with demand reported to be increasing by 83% of respondents. These experts recommend increases in parking supply and better management of existing facilities. Though Wisconsin's overall supply of truck parking was found to be adequate in the 2003 synthesis, the demand for truck parking at Rest Area 11 and Rest Area 12 routinely exceed supply and statewide demand is increasing. The synthesis also reports that spill over parking on ramps and shoulders occurs due to parking shortages and is associated with shoulder damage, restricted sight distance and clear zone obstacles. These factors result in unsafe conditions for pedestrians and motorists. Damaged shoulders can cause a vehicle to travel in a wayward direction when they need to be used. Restricted sight distance can result in vehicle/vehicle collisions and vehicles/pedestrian collisions. Vehicles parked within designated clear zones pose a hazardous condition for vehicles that for some reason leave the traveled way. These conditions have been observed at both Rest Areas 11 and 12 with a recent fatality occurring as a result at Rest Area 12.

In FHWA's 2000 *Study of Adequacy of Commercial Truck Parking Facilities--Technical Report (FHWA-RD-01-158)*, Wisconsin's commercial truck parking demand (peak hour demand along Interstates and other NHS routes carrying more than 1,000 trucks per day) was estimated to be increasing at an annual rate of 4.2% (compared to national average of 2.7% increase). FHWA's study identifies parking shortages and recommends constructing new public rest areas with additional truck parking spaces, improving existing public rest areas with increased parking and improved commercial vehicle circulation through the lot, and raising the priority of public rest area construction by making it a safety-related issue. The proposed parking lot improvements at Rest Area 11 are needed to meet parking needs for trucks, improve circulation, and avoid spill over parking and associated problems in unauthorized areas.

The non-reinforced concrete pavement at Rest Area 11 is in fair condition; the pavement has been in service since 1978 and is showing some evidence of cracking, though not excessive. The asphaltic pavement used for the paved portion of the shoulders is in poor condition. The asphalt pavement is one to two inches lower than the concrete pavement along the shoulder joint. Evidence of deteriorating shoulders is most apparent along the truck parking lot and ramps. The proposed parking lot would address pavement deficiencies.

The proposed restroom building is needed to address deficiencies in the current building and to accommodate the 75% of rest area users who use the restrooms. Facility use is projected at 686 persons per hour in the design year. The current building has no unisex assisted handicap toilet rooms, the toilet rooms do not comply with ADA standards, ventilation systems are inadequate and do not meet building code, there are no power assisted door operators, and drainage away from the building is poor, causing water to leak into the basement. The picnic area needs to accommodate 36 picnic tables and requires 5.9 acres.

As discussed above, the sewer drain field system is currently functioning and is under capacity; however, the projected traffic

volumes of 41,770 for the rest area through the year 2023 and the associated anticipated wastewater flows of 42,600 gallons per day cannot be adequately handled by the system. The proposed pump station and associated piping is needed to provide suitable disposal of sanitary wastewater.

Six alternatives for potential site layouts of Rest Area 11 were evaluated. The chosen alternative is believed to be the best plan to rebuild the existing facility to satisfy current needs to improve the parking lot and increase capacity; improve safety for pedestrians and motorists; upgrade ramp geometrics; improve picnic area capacity and aesthetics; upgrade the restroom building; and provide a suitable disposal site for sanitary wastewater.

The recommended site layout is a curved truck parking area and a three-row circulating car parking lot. This alternative was selected because the three-row design meets the AASHTO standard of no more than 75 cars in a single row of parking, and its compact design minimizes the walking distance to the building. The truck parking lot curves around the picnic area and minimizes the walking distance for the truck lot patrons.

- 2) Summary of the alternatives considered and if they are not proposed for adoption, why not. (Identify which, if any, of the alternatives is the preferred alternative.)

Rest Area Alternatives

1. No Build:

This alternative is the existing facility projected into the future, with no improvements other than normal maintenance. There would be no increase in parking lot capacities and the unsafe practice of parking on shoulders when parking lots are full would continue. This alternative was not chosen because it does not address the project safety, capacity or facility upgrade needs. While the No Build Alternative does not meet the purpose and need for the project, it does serve as a baseline for a comparison of impacts related to the Recommended Alternative.

2. Construct a new facility at a new location:

AASHTO design standards recommend rest areas be placed approximately 60 miles apart, which this location falls within. If this rest area were eliminated, a distance of more than 90 miles between rest areas would be created. These Rest Areas need to be located south of the I90/94 and I39 interchange to provide services within the 60 mile criteria to motorists for each Interstate Highway. In analyzing the location of these facilities, it was also decided to keep the rest areas as far away as possible from Madison to better separate services. There are private facilities for truck parking located within the 60 mile boundaries. Many truck and car motorists feel more comfortable stopping at a rest area than at a truck stop, which is displayed by the overcrowding of Rest Areas 11 and 12. Also, since southeastern Wisconsin is a major trucking destination and this site is half way between Minneapolis and Chicago, it has become a staging area for trucks preparing to visit a drop-off or pick-up site. Therefore, these Rest Areas need to remain in the general proximity of the existing sites to serve the purpose they are intended for.

Moving these facilities to another site would create greater environmental impacts than reconstructing at the existing location. A relocated facility would require approximately an additional 15 acres of right-of-way over the preferred alternative. A new location could create greater impacts to farmland by converting it to rest area usage. There are many environmentally sensitive areas that could be affected by relocating the rest areas, such as the Wisconsin River and associated tributaries and wetlands to the north and Rowan creek and its connecting wetlands to the south. There are also several forested areas that could be affected by a new location. Relocating the rest areas may also result in longer distances to potential waste water treatment plants, requiring additional placement of sanitary sewer lines, which could create greater environmental impacts. Relocating the rest areas may place them closer to a greater number of residents or businesses resulting in greater perceived impacts by them.

There are several cost and construction advantages to utilizing the existing sites for reconstruction of the rest areas. Less right-of-way would need to be purchased. Rest Area 11 and Rest Area 12 are in close proximity to each other, which could allow for the sharing of construction materials, such as earth fill, resulting in cost savings. This is also made possible by the location of Black Road to the construction sites, which could be used by construction machinery to transfer materials from one site to the other. None of these factors may be possible if the rest areas are relocated.

3. Construct new facilities in the median:

This alternative would combine the two rest areas and place them in the median of the interstate. It was determined that the combination of the two rest areas would require a very large area and would push the lanes of the interstate out so far that this alternative would require more right-of-way and create more environmental impacts than the Recommended Alternative. This alternative would require an additional 50 acres of right-of-way over the preferred alternative and would result in the acquisition of one residence. Approximately 1.5 miles of the Interstate would need to be reconstructed. The Interstate would be pushed east and west and would impact more farmland, and more environmentally sensitive areas such as the wetlands south of the Wisconsin River, various stands of forests, and a tributary to the Wisconsin River. The cost of this alternative would be over 1.5 times more than the preferred alternative.

4. Expand both truck parking and car parking laterally north and south and use the existing site grading:

This layout constructs new parking lots parallel to the interstate and extends their length to the north and south to reach full design capacity. The parking lots are of standard configuration and are of the same linear arrangement as the existing design. For this alternative the number of parking stalls in a row would exceed the AASHTO standard of 75. The FHWA would not be interested in funding the construction of a new facility that does not meet AASHTO standards. To meet the WDOT Facilities Development Manual (FDM) deceleration and acceleration ramp length standards, the entrance and exit ramps would have to be very long, requiring more right-of-way. The extra length of the ramps and the linear layout of the facility would result in acquiring more farmland and DNR property. This alternative would require an additional 24 acres over the preferred alternative. The cost of construction for this alternative is estimated to be

approximately \$1.5 million dollars more than the preferred alternative.

5. Car parking lot that encircles the picnic area with a portion of car parking directly adjacent to truck parking:

This layout would have cars parked in a circular pattern that surrounds the plaza and picnic area. Half of the car parking would be adjacent to the truck parking area and would require that pedestrian traffic from the truck lot pass through the adjacent car parking lot to get to the building. The number of car parking stalls for this alternative would exceed the AASHTO standard of a maximum of 75 stalls in a single row. The FHWA would not be interested in funding the construction of a new facility that does not meet AASHTO standards. The AASHTO "Guide for Development of Rest Areas on Major Arterials and Freeways" recommends a larger separation between the car parking area and the truck parking area than is provided in this alternative. To meet the WDOT Facilities Development Manual (FDM) deceleration and acceleration ramp length standards, the entrance and exit ramps would have to be very long, requiring more right-of-way. The extra length of the ramps and the oblong layout of the facility would result in acquiring more farmland and DNR property. This alternative would require an additional 25 acres over the preferred alternative. The cost of construction for this alternative is estimated to be approximately \$2 million more than the preferred alternative.

6. Curve truck parking area and use a three row circulating car parking lot:

This layout constructs a three-row circulating car parking lot, which is separated from the interstate by at least 100 feet to accommodate a future additional lane to the interstate. A two row and a herringbone design were considered, but exceeded the 75-car guideline. The three-row design meets AASHTO standards for a maximum of 75 cars in a single row. The curved truck parking lot and three-row, circulating car parking area minimize the walking distance to the rest area building. Both the entrance and exit ramps are extensive, but convey traffic smoothly to the parking lots and return them safely to the interstate. Ramp geometry conforms to FDM standards and the length is minimized by locating much of the necessary deceleration and acceleration length closer to the parking areas due to its more circular layout. This alternative requires the least amount of new right-of-way of the alternatives studied. This is due to the layout of the site and the fact that it is being constructed on the existing site. At a minimum this alternative reduces the right-of-way acquisition by approximately 14 acres and the construction cost by approximately \$500,000. *This is the recommended alternative.*

The recommended alternative includes the construction of a new building at a location to best accommodate other site development. The new building will meet current code requirements while providing adequate facilities for visitors to the rest area. Also, the recommended alternative will involve connecting to a force main that will be constructed by the Town of Dekorra and will travel to a new waste water treatment plant (WWTP) also constructed by the Town. The WWTP will be located at a site just north of the Rest Area 11 site.

Waste Water Treatment Alternatives

1. Septic drain fields constructed around the rest area site:

This alternative would require the construction of 6 drain fields for the treatment of waste water from the rest areas. Each drain field would be 210 feet wide by 775 feet long to handle the projected waste water from the proposed rest areas. Waste water would be directed to a set of three drain fields on an alternating basis to achieve maximum life from the fields. This alternative would require the acquisition of an additional 40 acres for the construction of the drain fields.

2. Pipe waste water from the rest areas to the City of Poynette's treatment plant:

This alternative would require the construction of a sewer system to send waste water from the rest areas to the City of Poynette's waste water treatment plant (WWTP). The City of Poynette was not in favor of this alternative since it would use up too much of their excess capacity and limit future growth of the City. The Town of Dekorra was not in favor of this option since the sewer system would travel through one of their commercial areas and could provide extra incentive for the City of Poynette to annex it. The right-of-way requirements for this alternative are expected to be minimal since most of the force main would be constructed within highway right-of-way.

3. Send rest area waste water to the Town of Dekorra's treatment plant:

This alternative would pipe the waste water from the rest areas to a WWTP proposed to be constructed by the Town of Dekorra with funding help from WisDOT. It was decided by WisDOT that it would be in everyone's best interest to invest an amount of money, equivalent to the cost required to construct a sewer system to Poynette, in a WWTP that would be constructed by the Town of Dekorra. This WWTP would meet the needs of the Town by providing sanitary sewer services to residences in the area that have failing systems and are creating an environmentally hazardous condition, while at the same time providing treatment of the waste water from the rest areas. This alternative would require the acquisition of 20 acres by the Town of Dekorra for construction of the WWTP. *This is the recommended alternative.*

ENVIRONMENTAL COST MATRIX

Transportation Improvements

Environmental Issue	Unit Measure	Alternatives/Sections					
		No Build #1	Prefer Alt #6	Encircle #5	Laterally #4	Median #3	New Loc #2
Project Length	Mi (Km)	N/A	N/A	N/A	N/A	N/A	N/A
Cost \$							
Construction	Million \$	0	7.30	9.3	8.7	11.7	7.8
Real Estate	Million \$	0	0.04	0.1	0.1	1.3	0.1
Total	Million \$	0	7.34	9.4	8.8	13	7.9
Land Conversions							
Total Area Converted to R/W	Acres (Hectares)	0	21	46	45	70	35
Wetland Area Converted to R/W	Acres (Hectares)	0	0	0	0	0	0
Upland Area Converted to R/W	Acres (Hectares)	0	21	46	45	70	35
Other Area Converted to R/W	Acres (Hectares)	0	0	0	0	0	0
Real Estate							
Number of Farms Affected	Number	0	0	0	0	4	1
Total Area From Farm Operations Required	Acres (Hectares)	0	0	0	0	35	35
AMS Required?	Yes/No	NO	NO	NO	NO	YES	YES
Farmland Rating	Score	N/A	N/A	N/A	N/A		
Total Buildings Required	Number	0	0	0	0	4	0
Housing Units Required	Number	0	0	0	0	1	0
Commercial Units Required	Number	0	0	0	0	0	0
Other Buildings or Structures Required	Number (Type)	0	0	0	0	0	0
Environmental Issues							
Flood Plain	Yes/No	NO	NO	NO	NO	NO	NO
Stream Crossings	Number	0	0	0	0	1	0
Endangered Species	Yes/No	NO	NO	NO	NO	NO	NO
Historic Properties	Number	0	0	0	0	0	0
Archeological Sites	Number	0	0	0	0	0	0
106 MOA Required?	Yes/No	NO	NO	NO	NO	NO	NO
4(f) Evaluation Required?	Yes/No	NO	NO	NO	NO	NO	NO
Environ Justice At Issue?	Yes/No	NO	NO	NO	NO	NO	NO
Air Quality Permit?	Yes/No	NO	NO	NO	NO	NO	NO
Design Year Noise Sensitive Receptors							
No Impact	Number	N/A	N/A	N/A	N/A	N/A	N/A
Impacted	Number	N/A	N/A	N/A	N/A	N/A	N/A
Exceed dBA Levels	Number	N/A	N/A	N/A	N/A	N/A	N/A
Contaminated Sites	Number	0	0	0	0	0	0



midwest engineering services, inc.

geotechnical • environmental • materials engineers

104 W. Jackson St.
Ripon, WI 54971-1314
920-745-2200
FAX 920-745-2222
www.midwesteng.com

October 29, 2004

Mr. Jerry A. Foellmi
General Engineering
412 East Slifer Street
P.O. Box 340
Portage, WI 53901

RE: SUBSURFACE SITE RECONNAISSANCE
Town of Dekorra - Utility District
MES Project # 12-43026

Dear Mr. Foellmi:

At your request, Midwest Engineering Services (MES) has prepared this letter regarding observations made during the performance of four test pits on August 17, 2004. In addition, MES made recommendations regarding the installation of two proposed monitoring wells at the site, and provided a cost estimate.

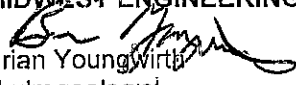
MES observed the excavation of four test pits, designated TP-1 through TP-4 on August 17, 2004. The test pits were completed with a trackhoe at locations selected by the client. The test pits were advanced to depths ranging from approximately 8 feet below ground surface (bgs) to 13 feet bgs. Monitoring wells were installed at test pit locations TP-1, TP-2, and TP-4. Monitoring wells were installed to determine depth to groundwater at the site, and were utilized to calculate the approximate groundwater flow direction in the area. Due to caving and unstable sidewalls, MES was not able to obtain undisturbed soil samples at the depth of groundwater at each test pit location. As such, soils on site were classified primarily based on color and grain size. Other characteristics such as mottling were not as apparent due to the disturbed nature of the collected soil samples, and subsequently were not observed as part of the soil classification.

Due to the anticipated depth to groundwater (>7 feet), and the significance of soil classification for this project, it is recommended that the proposed additional monitoring wells be advanced utilizing a drilling rig capable of collecting undisturbed split spoon soil samples. A cost estimate for the above-mentioned work scope is provided.

Midwest Engineering will proceed with the work on the basis of written authorization. Please sign the acceptance block on the attached cost estimate, and return one copy of this cost estimate for our files. If you have any questions, please contact MES at (920) 745-2200.

Sincerely,

MIDWEST ENGINEERING SERVICES, INC.


Brian Youngwirth
Hydrogeologist

Attachment Cost Estimate and General Conditions

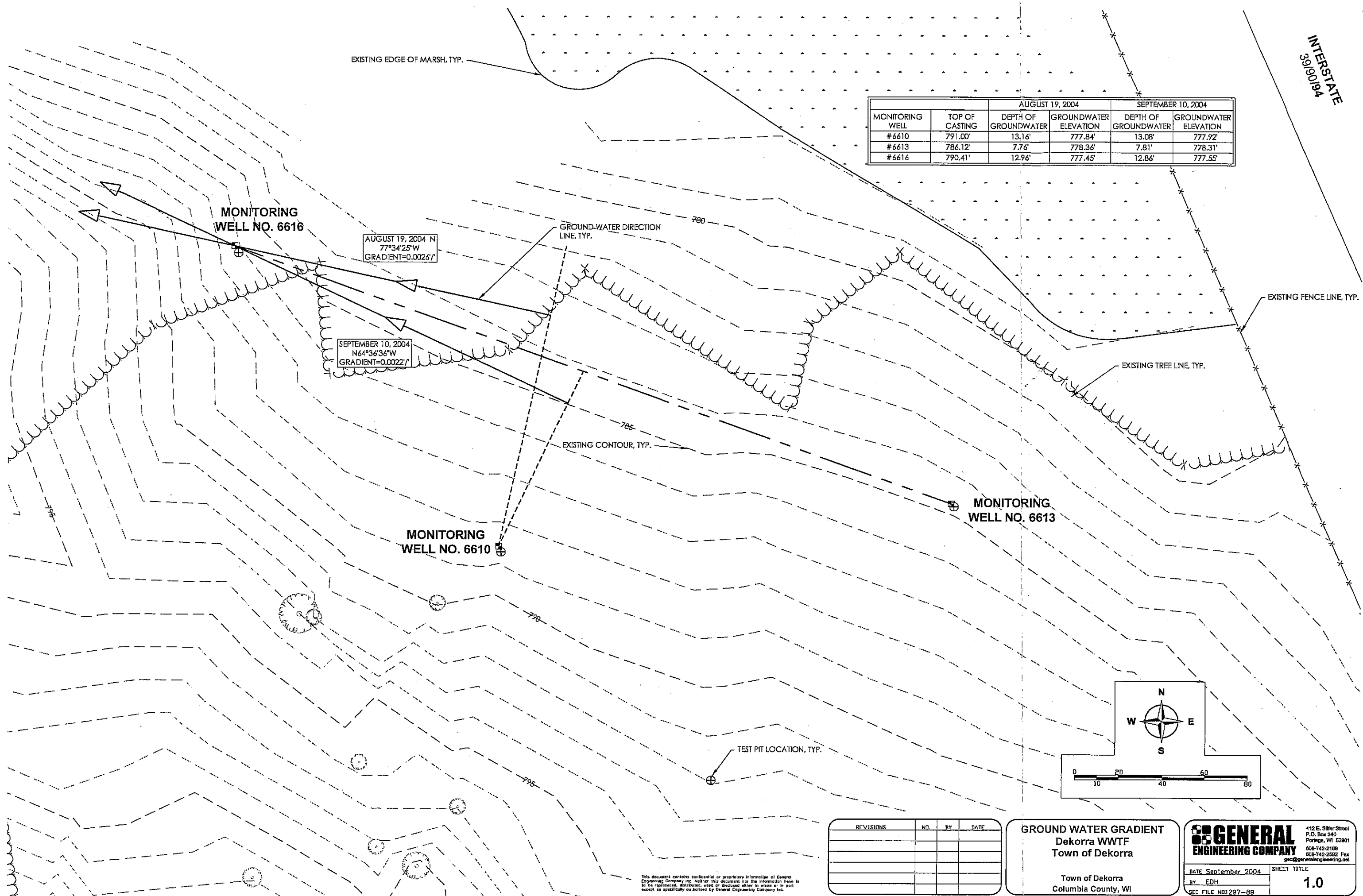
NOV 01 2004

CORPORATE OFFICE: WAUKESHA, WI 262-970-0764

APPLETON, WI CHIPPEWA FALLS, WI GREEN BAY, WI CHAMPAIGN, IL CHICAGO, IL O'FALLON, IL MERRILLVILLE, IN ST. LOUIS, MO GRAND RAPIDS, MI

INTERSTATE
39100194

MONITORING WELL	TOP OF CASTING	AUGUST 19, 2004		SEPTEMBER 10, 2004	
		DEPTH OF GROUNDWATER	GROUNDWATER ELEVATION	DEPTH OF GROUNDWATER	GROUNDWATER ELEVATION
#6610	791.00'	13.16'	777.84'	13.08'	777.92'
#6613	786.12'	7.76'	778.36'	7.81'	778.31'
#6616	790.41'	12.96'	777.45'	12.86'	777.55'



REVISIONS	NO.	BY	DATE

GROUND WATER GRADIENT
Dekorra WWTF
Town of Dekorra

Town of Dekorra
Columbia County, WI

**GENERAL
ENGINEERING COMPANY**

412 E. Miller Street
P.O. Box 340
Portage, WI 53901
808-742-2188
808-742-2582 Fax
gac@generalengineering.net

DATE September 2004	SHEET TITLE
BY EDH	1.0
GEC FILE NO1297-89	

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State of Wisconsin \ DEPARTMENT OF NATURAL RESOURCES

Jim Doyle, Governor
Scott Hassett, Secretary
Ruthe E. Badger, Regional Director

Janesville Service Center
2514 Morse Street
Janesville, Wisconsin 53545
Telephone 608-743-4800
FAX 608-743-4801
TTY Access via relay - 711

September 20, 2004

PROJECT NUMBER: S-2004-0713

Jerry Foellmi, P.E.
General Engineering Company
412 East Slifer Street
Box 340
Portage, WI 53901

Subject: Geotech Information for Dekorra Utility District No. 1

Dear Mr. Foellmi:


The Department has reviewed the **Subsurface Site Reconnaissance Report**, dated August 26, 2004, prepared by Midwest Engineering Services, Inc. The following comments are provided:

- 1 ☐ I assume that the location of the four (4) test pits and the three (3) monitoring wells will be clearly identified on a site map in a subsequent submittal (as requested in the August 2, 2004 letter).
- 2 ☐ Considering the area which will be necessary to use adsorption ponds (seepage cells) as a means of effluent disposal, are four (4) test pits adequate to properly access the subsurface characteristics of the entire seepage cell area?
- 3 ☐ It is indicated that buried topsoil to a depth of 3 feet was encountered in Test Pit #1 and that groundwater was encountered at a depth of 8 feet. Chapter NR 110.25(1), Wisconsin Administrative Code states that adsorption ponds may not be constructed on backfilled material. In addition, the bottom of the adsorption pond may not be closer than 5 feet to the highest anticipated groundwater elevation. The information for Test Pit #1 seems to indicate that this site location is not adequate to locate an adsorption pond.
- 4 ☐ The report for Test Pit #2 indicates buried topsoil to a depth of 1.25 feet with brown sand, trace silt and moist to a depth of 7 feet. I assume, from the report, that the highest anticipated groundwater elevation is at a depth less than 7 feet, which would preclude this location for being adequate to locate an adsorption pond.
- 5 ☐ The report for Test Pit #3 indicates buried topsoil to a depth of 1 foot with dark brown silt, trace sand with roots and damp. The soils log states moist to a depth of 8 feet. Again, I assume that the highest anticipated groundwater elevation is at a depth less than 8 feet. In addition, there was not a particle size distribution test done for this test pit, so I assume the soil texture is inadequate to meet code requirements. Therefore, the information provided would seem to preclude this location for being adequate to locate an adsorption pond.
- 6 ☐ The report for Test Pit #4 indicates buried topsoil to a depth of 4 inches. Again, the report states that the soil from 4 inches to 8.5 feet is brown sand, trace silt and moist. The moist soils would seem to indicate that the seasonal high groundwater is at a depth less than adequate to meet the 5 feet

separation distance requirement, which would preclude this location for being adequate to locate an adsorption pond.

Please call me at (608) 743-4822 if you have any questions.

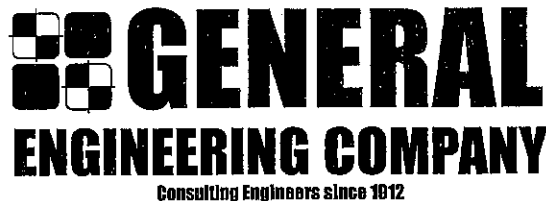
Sincerely,



Bernie C. Robertson, P.E.
Wastewater Facilities Plan Review Engineer
South Central Region

Copy: Sue Finstad - Dekorra Utility District No. 1
George Osipoff - SCR/Fitchburg
Ron Grasshoff - SCR/Fitchburg
Pat Kaiser - SCR/Poynette

412 E. SLIFER STREET
BOX 340
Portage, WI 53901



608-742-2169
608-742-2592 FAX
gec@generalengineering.net
www.generalengineering.net

September 7, 2004

Wisconsin Department of Natural Resources
Bureau of Water Resources Management
Attn: Bernie C. Robertson, P.E.
2514 Morse St.
Janesville, WI 53545

RE: Facilities Plan Review Comments Response – Geotech Information
Dekorra Utility District No. 1, Town of Dekorra, Columbia County, WI
GEC #1297-89a

Dear Bernie:

Enclosed for your reference and comment is a copy of the geotech report on the proposed seepage cell area of the DNR land. I am finishing up my Facilities Plan comments at this time.

Sincerely,

GENERAL ENGINEERING COMPANY, INC.

Jerry A. Foellmi
Registered Professional Engineer

JAF/jaf

Enclosures

Cc w/ enclosures: Ron Grasshoff, DNR
Pat Kaiser, DNR
Sue Finstad, Clerk



midwest engineering services, inc.

geotechnical • environmental • materials engineers

104 W. Jackson St.
Ripon, WI 54971-1314
920-745-2200
FAX 920-745-2222
www.midwesteng.com

August 26, 2004

Mr. Jerry A. Foellmi
General Engineering
412 East Slifer Street
P.O. Box 340
Portage, WI 53901

RE: SUBSURFACE SITE RECONNAISSANCE
Town of Dekorra - Utility District
MES Project # 12-43026

Dear Mr. Foellmi:

The purpose of this letter is to summarize the subsurface site reconnaissance activities performed at the referenced site. The referenced site is located in the Town of Dekorra. At your request, no site location or site plan figures were prepared.

Midwest Engineering Services (MES) was retained in the form of signed copy of Midwest Engineering Services (MES) proposal No. 12-4149. The scope of services described in the proposal included the evaluation of three test pits, including soil classification, laboratory grain size analysis testing, estimated soil permeability, and the installation of three monitoring wells at locations selected by the client.

MES observed the excavation of four test pits on August 17, 2004. The test pits were completed with a trackhoe at locations selected by the client. The test pits were advanced to depths ranging from approximately 8 feet below ground surface (bgs) to 13 feet bgs.

Specifically, at each test pit location, approximately 3 to 4 inches of topsoil consisting of dark brown silt, trace sand was encountered. The topsoil was underlain by 6 inches to 1 foot of possible fill consisting of varying amounts of silt and sand at TP-1, TP-2, and TP-3. Fill at these locations was underlain by 3 inches to 2 feet of possible buried topsoil consisting of brown silt, trace sand. The topsoil at TP-4 and possible buried topsoil at the remaining locations was underlain by primarily brown and white sand, trace silt to the termination depth of each test pit. Groundwater was encountered at depths of approximately 11 feet bgs, 7 feet bgs, and 8 feet bgs at test pits TP-1, TP-2, and TP-4, respectively. Groundwater was not encountered at test pit TP-3. Soil test pit logs are included in attachment A.

Monitoring wells were installed at test pit locations TP-1, TP-2, and TP-4 to depths of 13.5 feet bgs, 9.5 feet bgs, and 11 feet bgs, respectively. The monitoring well

AUG 27 2004

CORPORATE OFFICE: WAUKESHA, WI 262-970-0764

APPLETON, WI CHIPPewa FALLS, WI GREEN BAY, WI CHAMPAIGN, IL CHICAGO, IL O'FALLON, IL MERRILLVILLE, IN ST. LOUIS, MO GRAND RAPIDS, MI

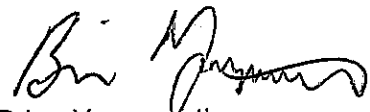
construction consisted of a 5 or 10-foot section of 2-inch diameter, machine slotted PVC screen placed at or near the bottom of the test pit. This was surrounded by native sand at each location, with unslotted riser pipe extending from the screened section to about 6 inches to 4 feet above ground surface.

Laboratory statistical grain size analysis testing and an estimated soil permeability evaluation were performed on native sand collected from test pits TP-1, TP-2, and TP-4. Laboratory results from the grain size analysis indicated fine to medium sand, trace silt at each of the tested locations with the percentage of fine sand ranging from 64.1% at TP-1 to 94% at TP-2. The particle size distribution curve for each test is included in Attachment B. With regard to soil permeability, it appears the analyzed soils contain a moderate permeability, estimated to range from approximately 10^{-9} to 10^{-10} square centimeters.

If you have any questions, please contact MES at (920) 745-2200.

Sincerely,

MIDWEST ENGINEERING SERVICES, INC.



Brian Youngwirth
Hydrogeologist

Enclosures: Attachment A: Test Pit Information Log Forms
Attachment B: Particle Size Distribution Curve

ATTACHMENT A

TEST PIT INFORMATION LOG FORMS

Report of Test Pits

Project No.: 12-43026

Date: August 17, 2004

Project Name: Town of Dekorra - Utility District

Field Rep: Brian Youngwirth

Location: Town of Dekorra

Weather: Sunny / 80 degrees

Test Pit No: TP-1 / MW-1

[illegible]

Well Screen Top: 3 Ft.

10 Ft. Screen

Well Screen Bottom: 13 Ft.

5 Ft. Riser

Report of Test Pits

Project No.: 12-43026

Date: August 17, 2004

Project Name: Town of Dekorra - Utility District

Field Rep: Brian Youngwirth

Location: Town of Dekorra

Weather: Sunny / 80 degrees

Test Pit No: TP-2 / MW-2

Depth From / To	SOIL DESCRIPTION	REMARKS
0 / 4"	Dark brown silt, trace sand with roots, damp	Topsoil
4" / 1'	Brown sand, damp	Possible fill
1' / 1'3"	Dark brown silty sand with roots, damp	Possible buried topsoil
1'3" / 7'	Brown sand, trace silt, moist	
7'	Brown sand, trace silt, wet	End of test pit. Well installed to 9 1/2 feet.

Well Screen Top: 4.5 Ft.

5 Ft. Screen

Well Screen Bottom: 9.5 Ft.

5 Ft. Riser



midwest engineering services, inc.

Report of Test Pits

Project No.: 12-43026

Date: August 17, 2004

Project Name: Town of Dekorra - Utility District

Field Rep: Brian Youngwirth

Location: Town of Dekorra

Weather: Sunny / 80 degrees

Test Pit No: TP-3

Depth From / To	SOIL DESCRIPTION	REMARKS
0 / 3"	Dark brown silt, trace sand with roots, damp	Topsoil
3" / 9"	Brown sand, trace gravel	Possible fill
9" / 1'	Dark brown silt, trace sand with roots, damp	Possible buried topsoil
1' / 8'	Brown sand, moist	End of test pit.

Well Screen Top: _____ Ft.
Well Screen Bottom: _____ Ft.

_____ Ft. Screen
_____ Ft. Riser

Report of Test Pits

Project No.: 12-43026

Date: August 17, 2004

Project Name: Town of Dekorra - Utility District

Field Rep: Brian Youngwirth

Location: Town of Dekorra

Weather: Sunny / 80 degrees

Test Pit No: TP-4 / MW-3

[illegible]

Well Screen Top: 6 Ft.

5 Ft. Screen

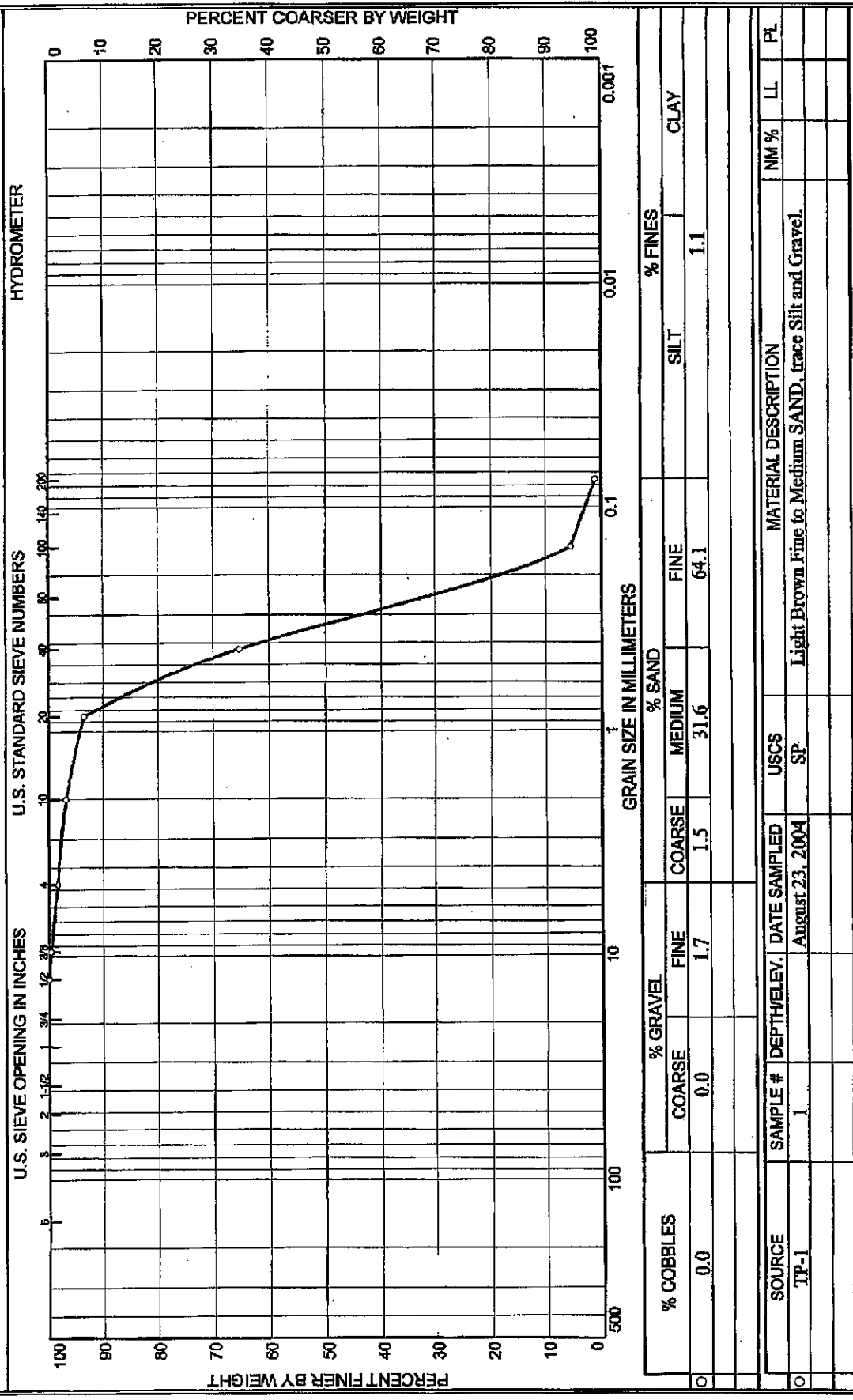
Well Screen Bottom: 11 Ft.

10 Ft. Riser

ATTACHMENT B

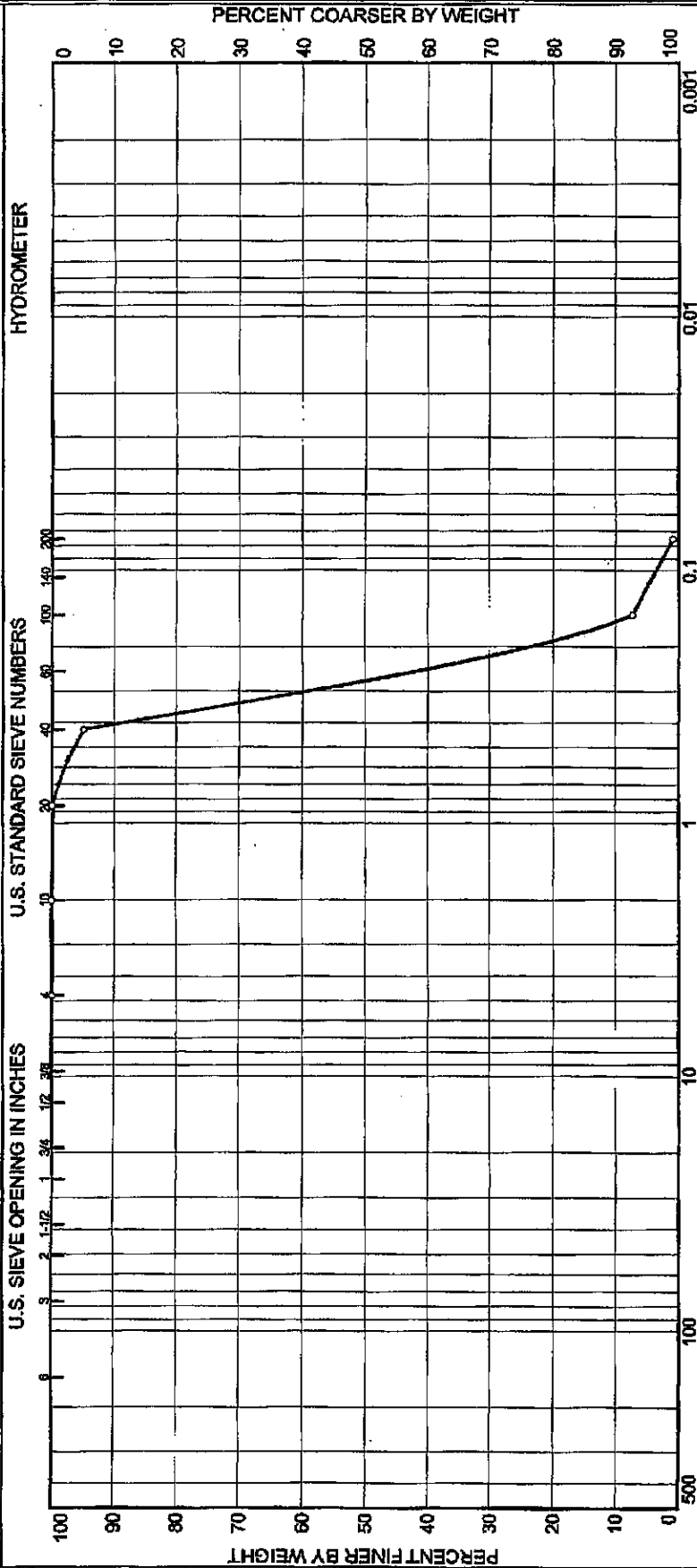
PARTICLE SIZE DISTRIBUTION CURVE

PARTICLE SIZE DISTRIBUTION TEST



Client		MIDWEST ENGINEERING SERVICES	
Project		Town of Dekorra	
Project No. 12-43026	Figure 1		

PARTICLE SIZE DISTRIBUTION TEST

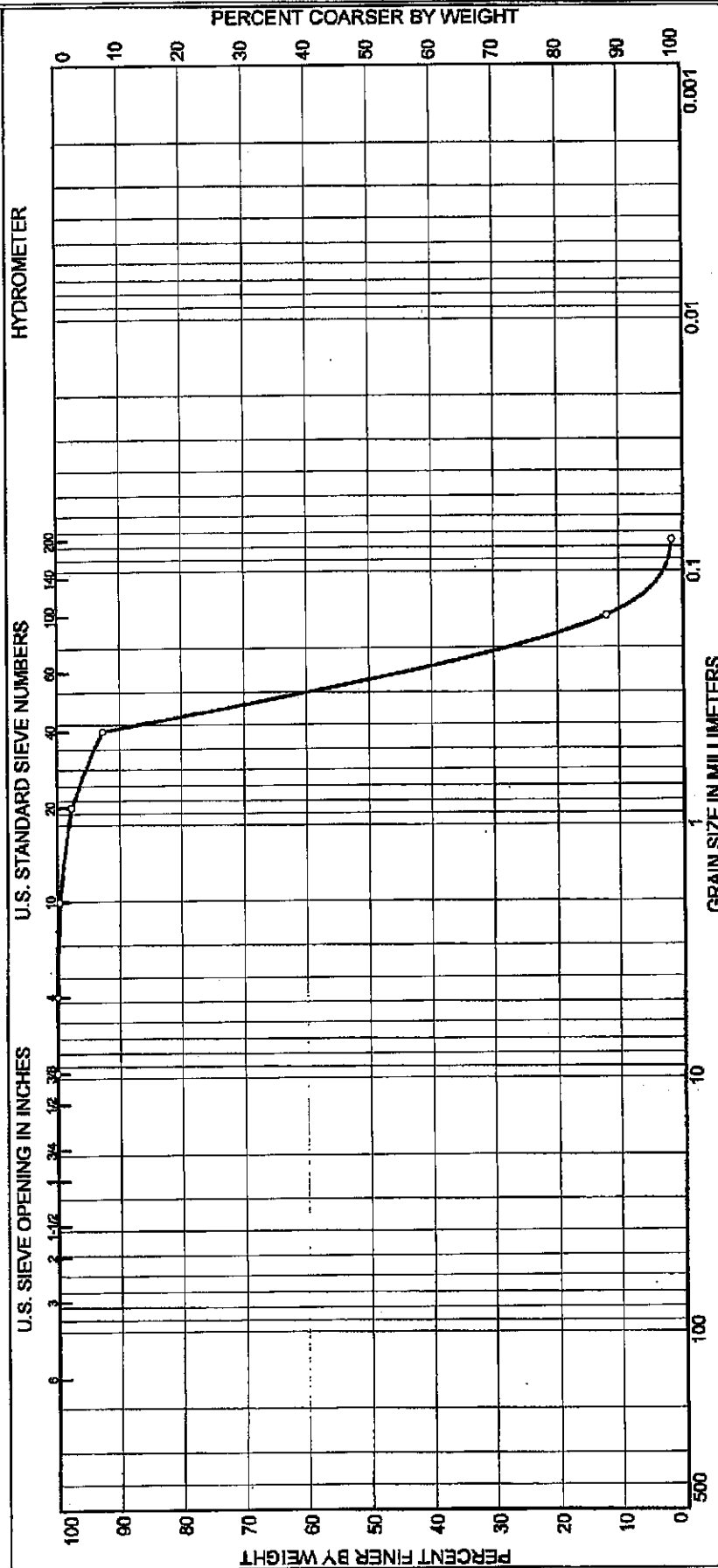


% COBBLES		% GRAVEL		% SAND		% FINES	
COARSE	FINE	COARSE	FINE	COARSE	FINE	SILT	CLAY
0.0	0.0	0.0	0.0	0.0	94.0	0.9	

SOURCE	SAMPLE #	DEPTH/ELEV.	DATE SAMPLED	USCS	MATERIAL DESCRIPTION		
TP-2	1		August 23, 2004	SP	Light Brown Fine to Medium SAND, trace Silt.		

Client		MIDWEST ENGINEERING SERVICES	
Project Town of Dekorra			
Project No. 12-43026	Figure 2		

٢٠٠



Aug 26 2004 11:59AM MIDWEST ENGINEERING

GRAVEL OR LESS TO WHEELBURY TEST									
% COBBLES		% GRAVEL		% SAND			% FINES		
		COARSE	FINE	COARSE	MEDIUM	FINE	SILT	CLAY	
○	0.0	0.0	0.1	0.3	7.1	90.8			1.7
SOURCE	SAMPLE #	DEPTH/ELEV.	DATE SAMPLED	USCS	MATERIAL DESCRIPTION				
TP-M	1		August 23, 2004	SP	Light Brown Fine to Medium SAND, trace Silt.				
Client				MIDWEST ENGINEERING SERVICES					
Project Town of Dekorra									
Project No. 12-43026				Flare 3					

Jeff Kamin

From: Jeff Kamin [jkamin@midwesteng.com]
Sent: Wednesday, December 29, 2004 4:00 PM
To: 'Jerry A. Foellmi (jfoellmi@generalengineering.net)'
Cc: Brian Youngwirth
Subject: Groundwater elevations
Contacts: Jerry A. Foellmi

Brian from our office asked that I send these groundwater elevations to you for the Town of Dekorra project.

MW-1 12.88 feet (66 10)
MW-2 7.67 feet (66 13)
MW-3 12.60 feet (66 16)
MW-4 13.01 feet
MW-5 30.97 feet

Also, the boring logs will be completed and faxed to you on Monday January 3.

Have a good New Year Jerry and thank you for the work!

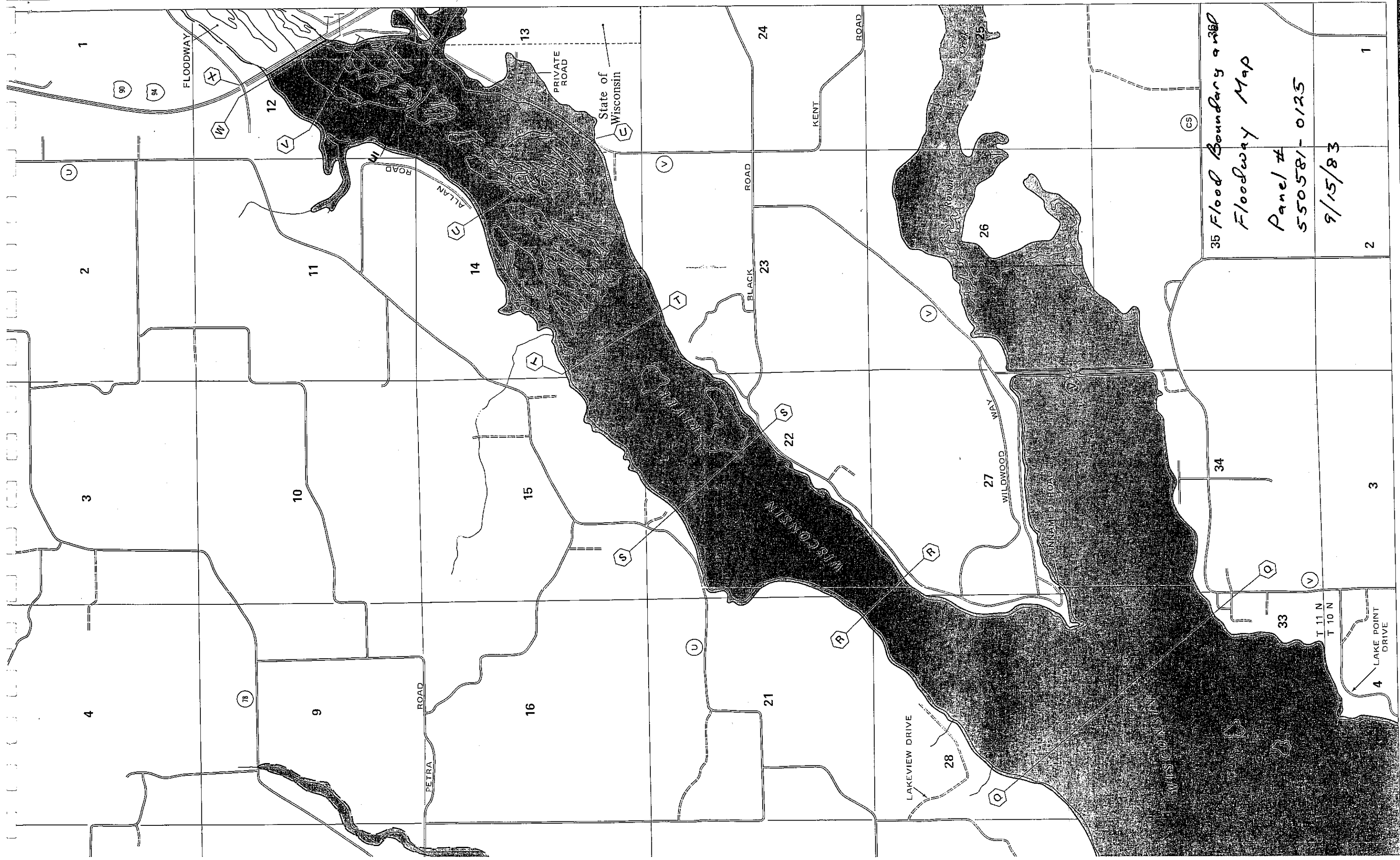
Jeff Kamin
Business Development
Midwest Engineering Services
(920) 745-2200

To: Jerry Foellmi
Fax # (608) 742-2592

4:12 pm 12/29/04

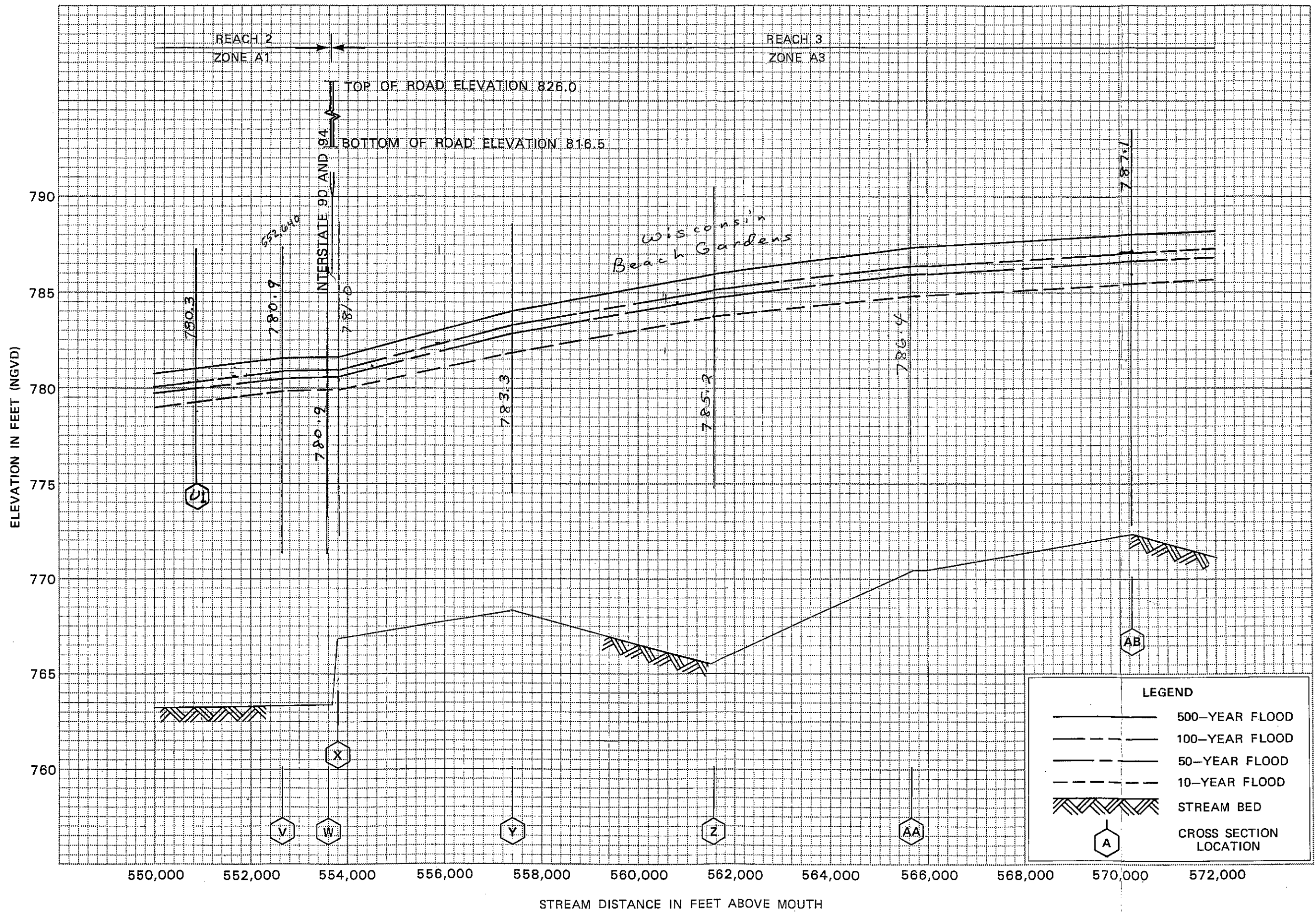
I tried to email this to you but it came back to me undeliverable, therefore I am faxing this to you. I assume it has something to do with the move going on!

12/29/2004



35 Flood Boundary and
Floodway Map
Panel #
550581-0125
9/15/83

1
2
3

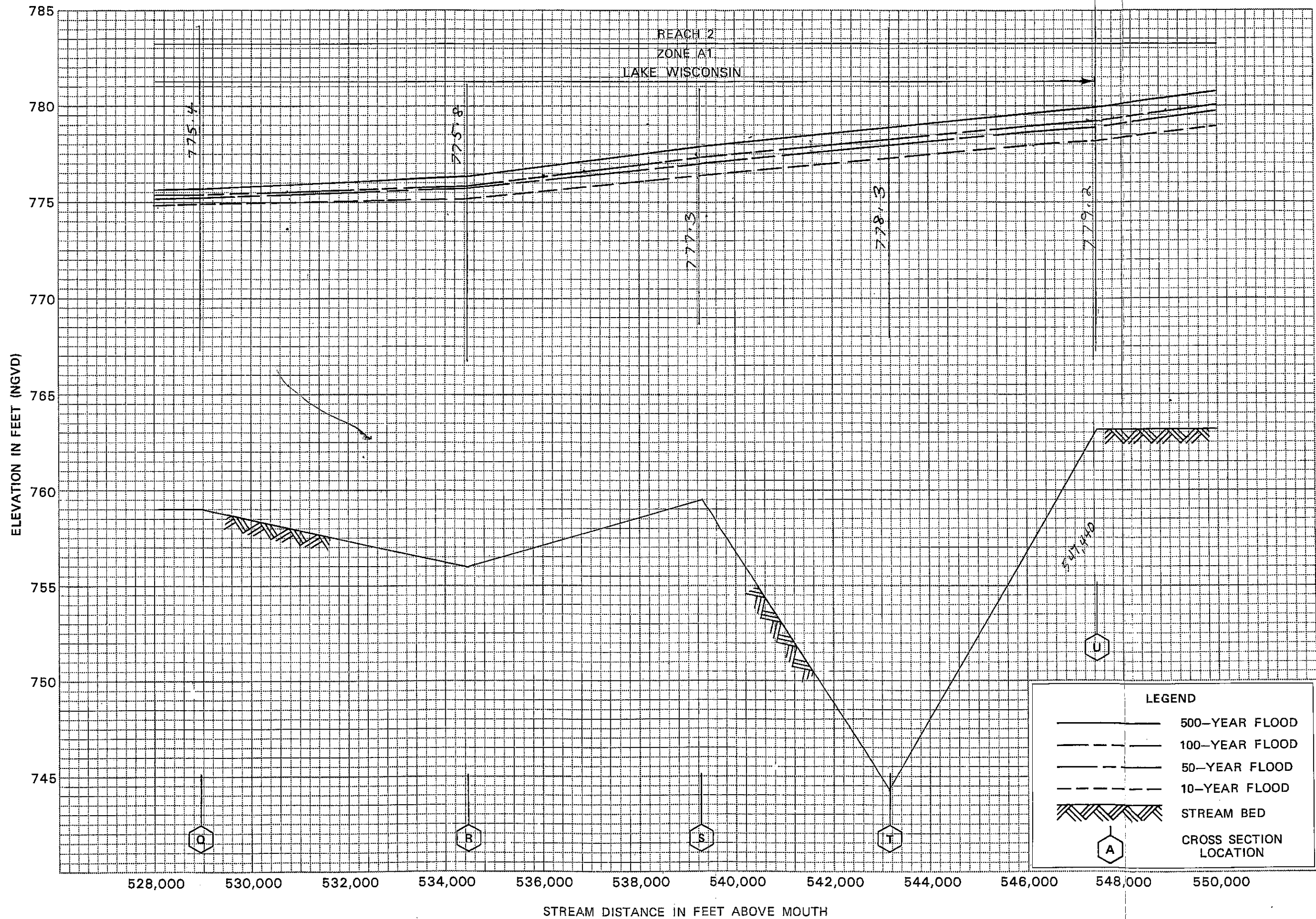


FLOOD PROFILES

WISCONSIN RIVER

FEDERAL EMERGENCY MANAGEMENT AGENCY

COUNTY OF COLUMBIA, WI
(UNINCORPORATED AREAS)

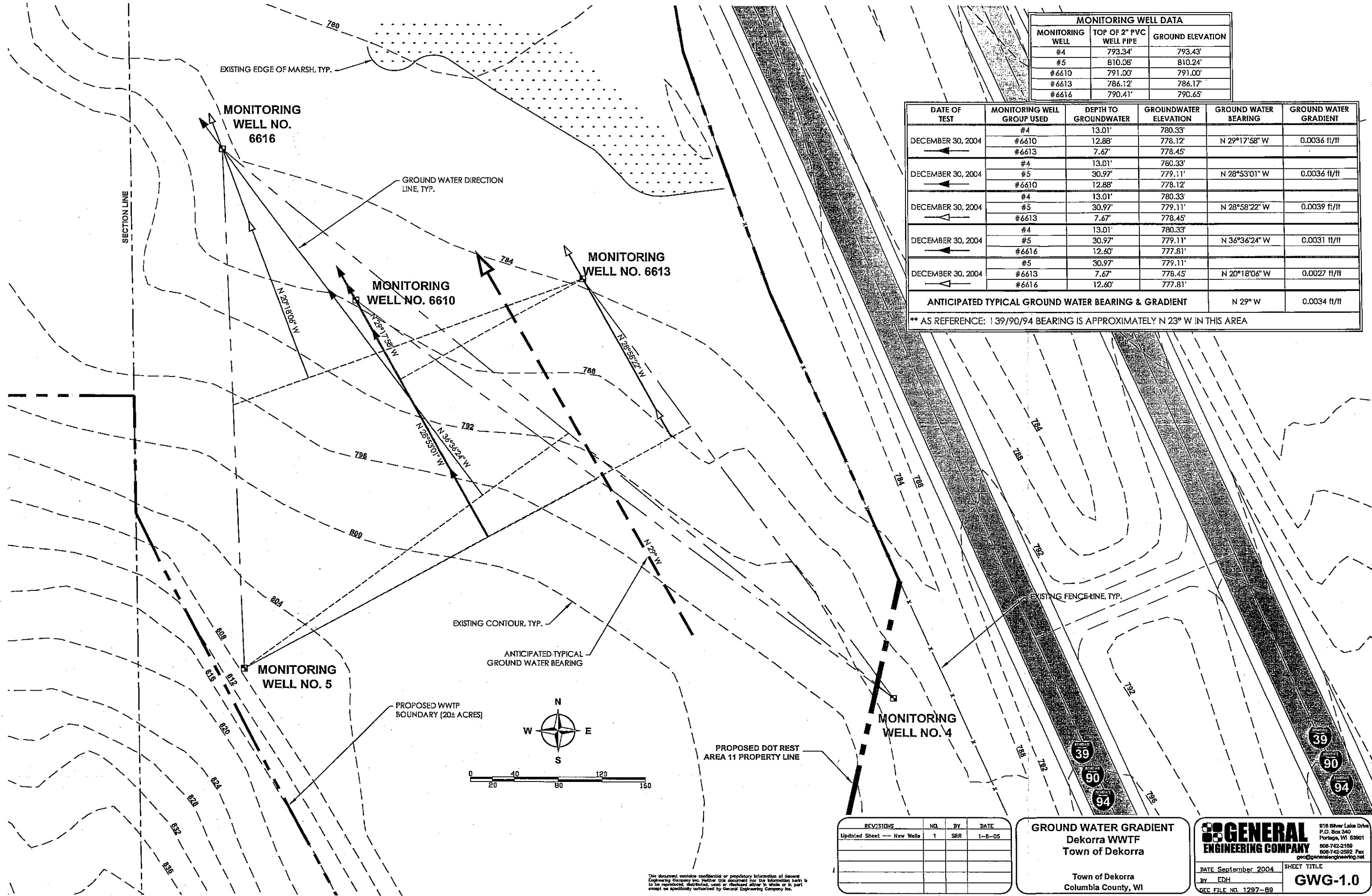


FLOOD PROFILES

WISCONSIN RIVER

FEDERAL EMERGENCY MANAGEMENT AGENCY

COUNTY OF COLUMBIA, WI
(UNINCORPORATED AREAS)



MONITORING WELL DATA		
MONITORING WELL	TOP OF 2" PVC WELL PIPE	GROUND ELEVATION
#4	793.34'	793.43'
#5	810.08'	810.24'
#6610	791.00'	791.00'
#6613	786.12'	786.17'
#6616	790.41'	790.65'

DATE OF TEST	MONITORING WELL GROUP USED	DEPTH TO GROUNDWATER	GROUNDWATER ELEVATION	GROUND WATER BEARING	GROUND WATER GRADIENT
DECEMBER 30, 2004	#4	13.01'	780.33'	N 29°17'58" W	0.0036 ft/ft
	#6610	12.88'	778.12'		
	#6613	7.67'	778.45'		
DECEMBER 30, 2004	#4	13.01'	780.33'	N 28°53'01" W	0.0036 ft/ft
	#5	30.97'	779.11'		
	#6610	12.88'	778.12'		
DECEMBER 30, 2004	#4	13.01'	780.33'	N 28°58'22" W	0.0039 ft/ft
	#5	30.97'	779.11'		
	#6613	7.67'	778.45'		
DECEMBER 30, 2004	#4	13.01'	780.33'	N 36°36'24" W	0.0031 ft/ft
	#5	30.97'	779.11'		
	#6616	12.60'	777.81'		
DECEMBER 30, 2004	#5	30.97'	779.11'	N 20°18'06" W	0.0027 ft/ft
	#6613	7.67'	778.45'		
	#6616	12.60'	777.81'		
ANTICIPATED TYPICAL GROUND WATER BEARING & GRADIENT				N 29° W	0.0034 ft/ft
** AS REFERENCE: 139/90/94 BEARING IS APPROXIMATELY N 23° W IN THIS AREA					

REVISIONS	NO.	BY	DATE
Updated Sheet -- New Wells	1	SRR	1-8-05

GROUND WATER GRADIENT
Dekorra WWTF
Town of Dekorra

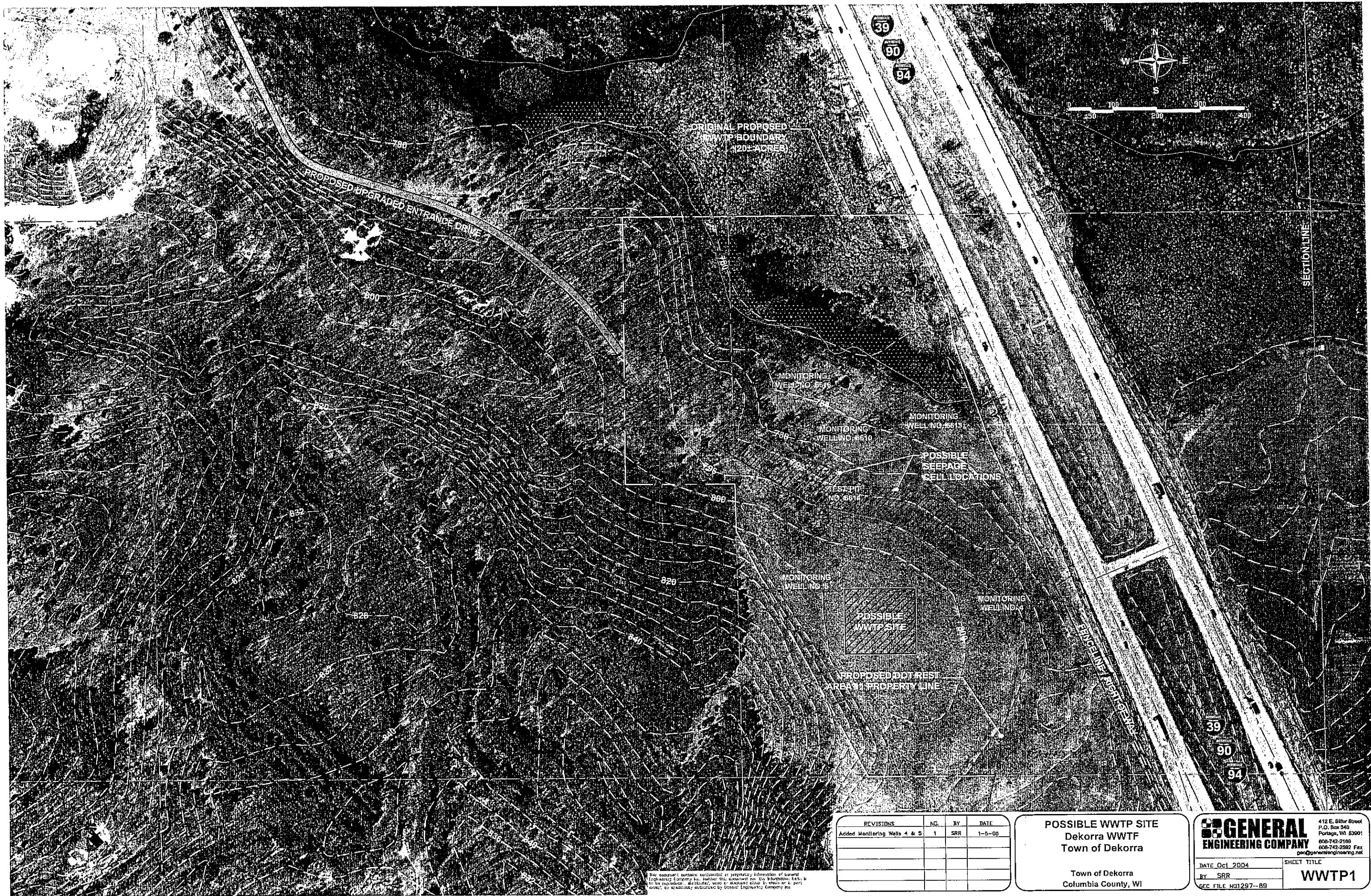
Town of Dekorra
Columbia County, WI

GENERAL ENGINEERING COMPANY
916 Silver Lake Drive
P.O. Box 340
Portage, WI 53901
808-742-2199
808-742-2592 Fax
gec@generalengineering.net

DATE September, 2004
BY EDH
SEC FILE NO. 1297-89

SHEET TITLE
GWG-1.0

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REVISIONS	NO.	BY	DATE
Added Monitoring Wells 4 & 5	1	SRH	1-5-05

POSSIBLE WWTP SITE
Dekorra WWTF
Town of Dekorra

Town of Dekorra
Columbia County, WI

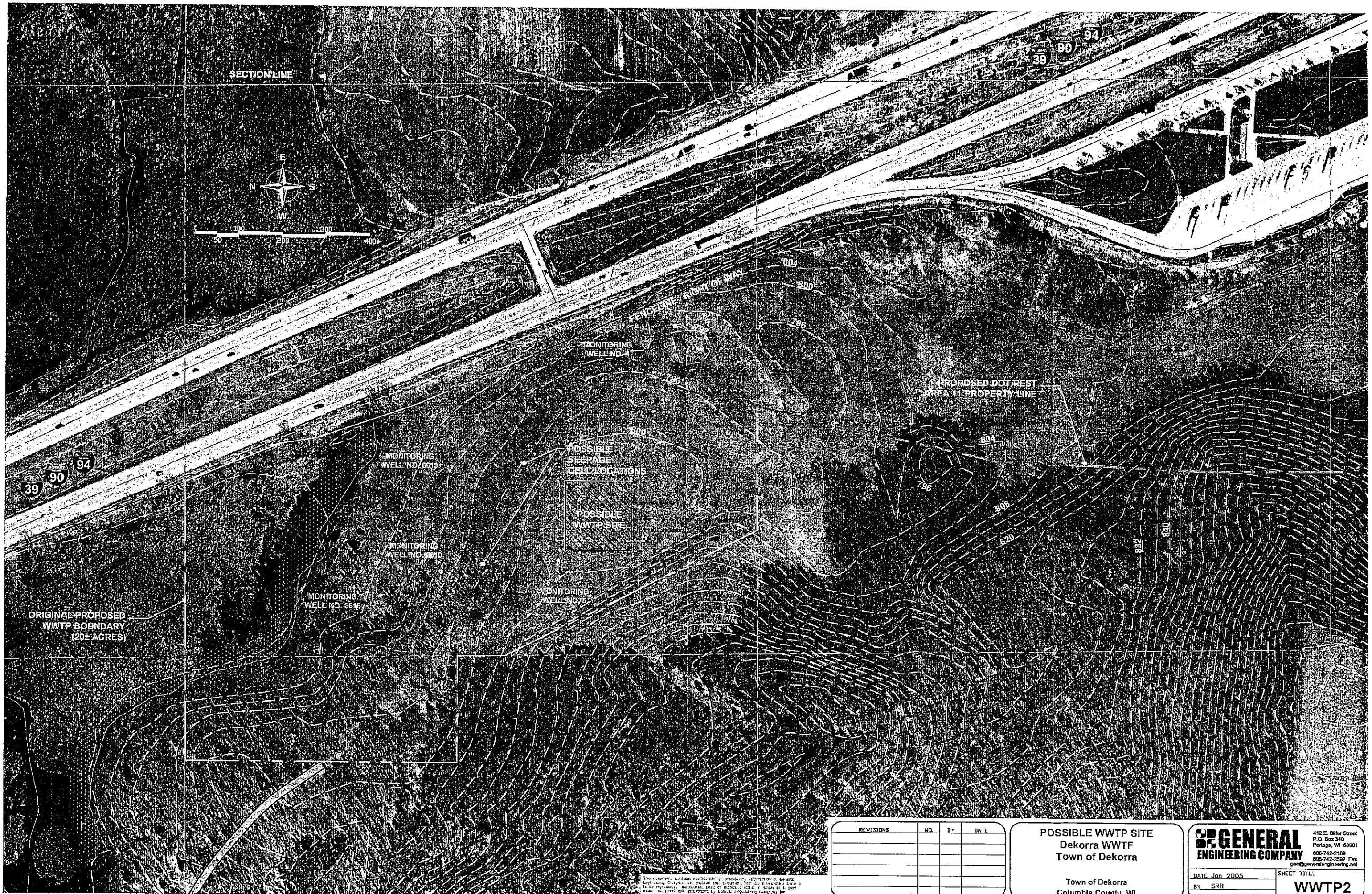


**GENERAL
ENGINEERING COMPANY**

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608-742-2582 Fax
genc@generalengineering.net

DATE: Oct. 2004
BY: SRH
REC FILE: N01297-89

SHEET TITLE
WWTP1




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REVISIONS	NO.	BY	DATE

POSSIBLE WWTP SITE
Dekorra WWTF
Town of Dekorra

Town of Dekorra
Columbia County, WI



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DATE Jan 2005
BY SRR
REC FILE NR1297-89

SHEET TITLE
WWTP2

Project I.D. 1013-01-01
REST AREA No. 11
Lake Delton - Madison Road
I-90/94 (EASTBOUND)
COLUMBIA COUNTY

MEAD & HUNT
ENGINEERS
ARCHITECTS
LANDSCAPE ARCHITECTS
PLANNERS

0 20 40 60 80 100
SCALE IN METERS

N

WISCONSIN DEPARTMENT
OF NATURAL RESOURCES

OPEN FIELD

OPEN FIELD

OPEN FIELD

Lake Delton - Madison Road

REST AREA No. 12

I-90/94

COLUMBIA COUNTY

Project I.D. 1013-01-02

ALTERNATE NO. 1

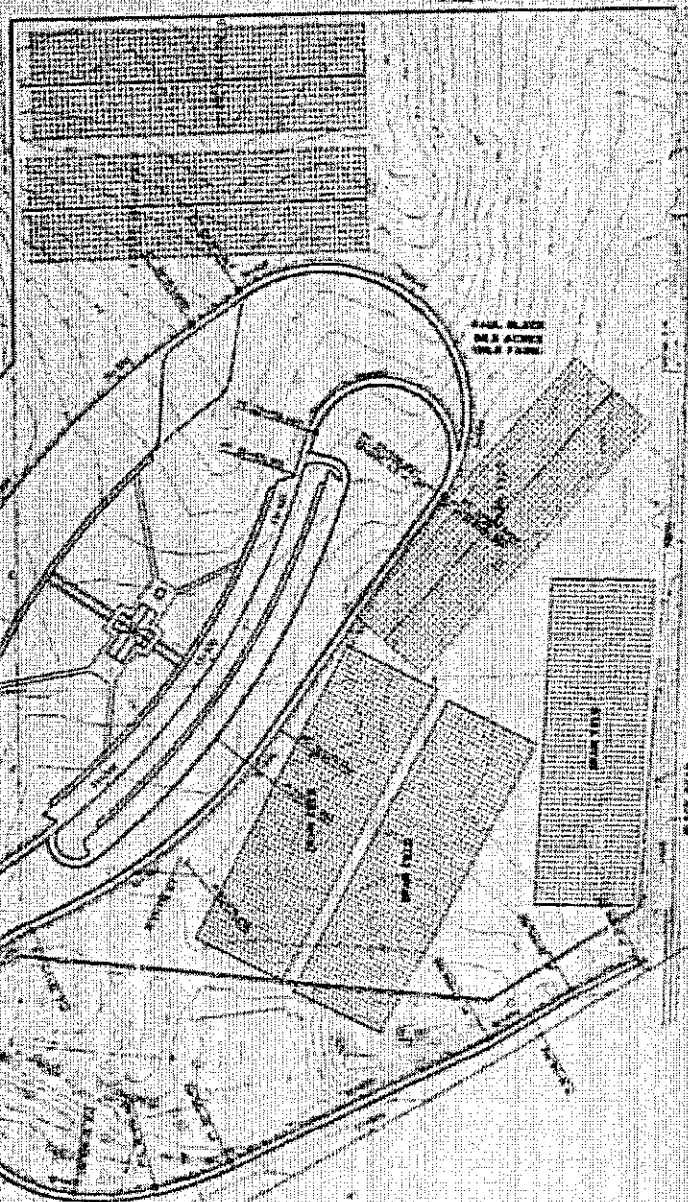
\$ 4,715,000

PARKING STALLS

	EXISTING	PROPOSED
CARS	51	137
TRUCKS	22	63

Rest Area 12

0 20 40 60 80 100
SCALE IN METERS



MEAD
& GUNT

ENGINEERS
ARCHITECTS
PLANNERS